

FOX RIVER LINES

m a g a z i n e



Issue 08-3, Fall 2008



AE&FRE #5 at the Dairy Prince at State and LaFox in South Elgin. The Dairy Prince was a favorite stopping place for RELIC members then Ken Ward, Ed Allen, Ralph Taylor and Don MacBean . Bob DeYoung, AE&FRE owner was away for the day, Ken Ward was part time employee of the AE&FRE while Ed was a switchman for the CA&E. Date of the picture unknown but guessing by the editor's weight in the early 60's.



The Mission of Safety

Museums of all types struggle to define their mission statement and structure their development to fulfill their mission statement. However, most mission statements never have a word or mention of safety as a key part of the museums mission. Most museums focus on a mission of preservation and interpretation, but the reality is that one of the first mission for any museum should be safety especially museums that focus on industrial subjects such as railway preservation.

Safety must be first and foremost a primary goal of every museum. Every museum, including ours, must address the three critical safety goals:

- Safety of the Public;
- Safety of the Members;
- Safety of the Collection and the Property;

Before our Museum can do anything else open the grounds to the public, run demonstration trains, invite Members to work on maintaining the collection and the rest of the Museum infrastructure must provide a safe environment. Our Museum does this through the policies of the Board of Directors and the work of our Managers. Our Managers write the Safety Rules, instruct the volunteers in the rules, monitor the safety of visitors and volunteers, and provide safety mentoring and guidance to the volunteers. That way, safety is always fresh in their minds of everyone at the Museum.

Why should we have such a strong focus on making safety fresh and in the foreground of every Museum activity? Well, in 2006, most people do not work in an industrial environment where safety is a constant element of the job. Today, people live a white-collar life-style. In this type of lifestyle, people don't think about safety all the time. Without this safety background, most people are not used to the idea that there is risk in interacting with large equipment. Therefore, it becomes part of the Museums job, its Mission to teach our Volunteers and Visitors about safety. Because when we can interpret safety for our Volunteers and Visitors, we make safety a conscious focus of everyone.

Edward Konecki

Comments write:- edwardkonecki@aol.com

This President's message is being repeated because of its timeliness. -Ed.



Mission

To preserve and interpret Chicago's electric transport era that began in the 1890s and peaked before 1950. The electric transport era is significant because electric railways, including interurban, rapid transit, and streetcars, helped the

Chicago region grow to be one of North America's great metropolitan areas. The Museum strives to show that electric railways were more than convenient, they were and are a way of life for generations of people from all walks of life.

The Museum fulfills this mission by preserving, interpreting, and operating historic railway vehicles on its demonstration electric railway, over the Aurora, Elgin and Fox River Electric route at South Elgin, Illinois. Furthermore, the museum preserves, displays and interprets smaller artifacts, photos, oral histories, and documents which help relate the importance of electric transport in and around the Chicago Metropolitan Area, putting them in context with their surroundings and era.



AT THE FOX RIVER TROLLEY MUSEUM

Many of us remember the old "Life Magazine." It was a "picture magazine" developed in the late 1930's and succumbed to television in the 1970's. It featured reporting the news with pictures with extended captions but little or no extended story text. This issue of "*Fox River Lines*" is in that context and concept.

The Museum acquired a lot of equipment used in our operations and sustained improvements on our facilities and greater member participation in activities beyond train operations. This then is "**`LIFE' " at the Fox River trolley museum"** in 2008.

Don MacBean

As Others See Us

The Museum hosts a number of groups each year. They come mostly from the area but few do not. They all have some particular purpose for their visit and express them selves about it differently or some times not at all. Last year we had a number of charters one for a group of railfan "S Gauge" modelers and numerous birthday parties and scout groups. . They all represent a "market" for the Museum to solicit, people to become members and people we can educate and entertain. They all came because they wanted to.

The "State Line `S Gauge' Modelers came form the Rockford/Beloit area, the Borrero family from Carol Stream and Cub Scout Pack 61 from Wheaton. We have "pictures" of two these groups ones that we took and ones that they "drew." These pictures provide clues as to what we as members can use to solicit charters as revenue sources to give us the opportunity for pleasure volunteering at the Museum.

Don MacBean



Borrero Birthday charter party going to Jon J. Duerr Forest Preserve on May 17, 2008.



One - two- three GO! The big moment has arrived - the cake is being cut.



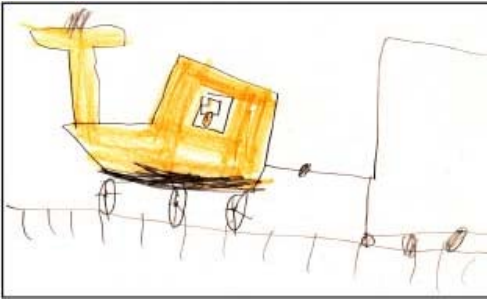
Passing out the gifts, a high anxiety moment! Borrero Birthday charter party.



The picnic shelters at Jon Duerr afford excellent facilities for wonderful memorable birthday parties.

The party is over EXCEPT for THE TROLLEY RIDE back to Castlemuir.





"Track Fun" at the Fox River Trolley Museum

Each Saturday from before the season opens, during the season and after our formal closing, Roadmaster (and President) Ed Konecki musters his track crew at 9am to work to maintain and enhance the Museum's track. This article is compilation of a number significant calls to crew members to work. This article extends the invitation to all able museum members and readers of "*Fox River Lines*" to participate in "Track Fun."

The work can be hard, sweaty and always ***EDUCATIONAL!*** Ed can be reached at his e-mail address: edwardkonecki@aol.com. And will welcome you warmly.

Please note the accompanying pictures.

First Half 2008 Track Fun Accomplishments

Thursday, 07/31/2008 Track Team Member Chris Nelson went on a suburban safari to pick up 2-kegs of track spikes—400 lbs total—at United Steel and Fasteners in Itasca and bringing them out to the Museum.

Saturday, 07/26/2008 This Saturday, after the safety meeting, we re-stacked rail that had fallen off of the rail piles down at Coleman Yard. Next, the Track Team grabbed the two-person tie-tongs and moved 9-ties from the tie yard to our staging location at Switch 33 at Castlemuir. Once `Roadmaster Movers' finished getting ties staged, Team Member Chris Nelson worked out the job plan for getting the old ties out and the new ties into place. Chris figured out that we should do it in two groups of ties with the ties closest to switch 33 the first to be replaced. This took a lot of material removal to clear paths to get the old ties out and the new ties in. We also had the challenge of dealing with the change of grade where track-3 north is level while the short piece of track between switch 33 and switch 23 is rising in elevation.

It was a longer day than expected, and we didn't finish until almost 6:00 p.m.

Many many thanks to Members Phil Kovari, Art Lemke, Jim Minerly, Chris Nelson, and Ed Konecki for all of their help. In addition, the Track Team wants to thank Saturday's train crew for their patience while waiting for us to finish the last tie so they could put CA&E 20 into the carbarn.



It was a bigger job than usual . . . replacing switch ties at switch 33N . . . They are bigger and heavier.



The job was well done by the crew under the direction and participation of Roadmaster Konecki.

Previous 2008 Accomplishments

Saturday, 07/19/2008 This Saturday we cleaned out the switches in the south-Coleman yard both to track two and the Blackhawk branch. We also cleaned out the switch to the siding at Blackhawk. Once our switch maintenance was done for the day, we continued to spread 15 (at least I think it was 15) ties between the depot and the maintenance of way shed.

Thanks to members *Art Lemke, Chris Nelson, and Pat Storm* for their help this Saturday.

Saturday 07/12/2008 It was good weather, but the Track Team was a little light in volunteers. We started out in cleaning out the throw rods for the carbarn special work—switch 35 and switch 45. This took a bit of work to make sure that the throw rod area was clear. We then cleaned out the switch machine oil filler holes and then lubricated the two switch machines on the special work. Next, we mixed up the switch slide plate lubricant and dressed the slides plates on the special work, switch 33 north, and the Maintenance of Way switch.

Thanks to members *Art Lemke, Chris Nelson, and Ed Konecki* for all of their help this past Saturday.

Saturday, 06/28/2008 from *Chris Nelson*—On Saturday, we performed maintenance on all of the switches in the Castlemuir yard trackage area except for the carbarn three-way switch and we did the two crossover switches at the north end of Coleman Yard. We did not work on the switch off of the interchange to the west track at Coleman.

Switch maintenance includes cleaning out the gaps under throw rods, de-gunking switch points, frogs, and guardrails. We got rid of leaves and debris and excess ballast material that might interfere with the switch operation. We oiled the switch machines with the oil filling holes and some that didn't have the holes but seemed to be scraping at certain parts. We did not apply graphite to the plates where the switch points slide.

While most of the Track Team was working on our switches, Frank DeVries, from the IRM Track Crew was working on maintenance on our Jackson Electric Tamping Shovels. After Frank finished the maintenance, he joined us as we traveled down to Coleman to work on the switches at that location.

With Frank DeVries' help, we observed some future maintenance issues with a few switches. These maintenance tasks will be taken care of in upcoming Track Team Get Together. Finally, we observed that yellow switch machine on center Coleman Switch may need replacement.

Thanks to members *Phil Kovari, Art Lemke, Jim Minerly, Patrick Storm, and Chris Nelson* for your help.

Special thanks to Frank DeVries of the IRM track crew for coming out and spending a day with us to help with tool maintenance, assist with switch maintenance, and provide pointers for switch inspection.

Saturday, 06/21/2008 The sky was pretty threatening so the track team decided to stay up at Castlemuir and work instead of going down to Blackhawk Curve #1 to tamp. At Castlemuir, the Track Team moved 10-ties from the parking lot and spotted them along the mainline from Stop 55 south. We then started work on changing ties.

However, when it came time to spike, Roadmaster Ed found out that if you spike with a cracked rib—it is really painful. Therefore, we stopped at inserting two ties instead of getting all of them into the track.

Thanks to members *Phil Kovari, Art Lemke, Jim Minerly, Chris Nelson, and Ed Konecki* for all of their help this past Saturday.

Wednesday, 06/18/2008 The Museum's herbicide partner, John Horneij, owner of Weedpatch, and his nephew Jeremy came out for their annual visit to the Museum to apply herbicide to our railroad track. As usual, they did a very thorough and professional job.

Thanks to members *Ed Konecki and Don MacBean* for their help in getting things in place for Wednesday. Also thanks to the Operating Department for their help in spotting equipment in preparation for our herbicide application.

Saturday, 05/31/2008 Assisting Operating Department with Caboose Day Switching. The Track Team had a special treat in that we got a chance to assist the Operating Department in doing the switching to position equipment for caboose day on Sunday 06/01/2008.

Thanks to members *Ed Konecki, Art Lemke, and Chris Nelson* for all of their help on Saturday.

Saturday, 05/24/2008 Tamping Blackhawk Curve #1.

Thanks to members *Matt Del Giudice, Phil Kovari, Edward Konecki, Art Lemke, Fred Lonnes, Chris Nelson, and Jim Minerly* for your help.

Special thanks to Frank DeVries of the IRM track crew for coming out and spending a day with us to get the west rail sighted and leveled.

Saturday, 05/17/2008 Track Maintenance Equipment Hunting.

Thanks to Members *Edward Konecki and Fred Lonnes* for a long day spent looking for bargains in Track Maintenance Equipment.

Wednesday, 05/07/2008 Mainline Bolt Changing.

Thanks to Member *Patrick Storm* for coming out and changing 10-track bolts on the Mainline.

Sunday, 05/04/08 Aligning Blackhawk Curve #1.

Thanks to Members *Chuck Galitz, Edward Konecki, Art Lemke, Jim Minerly, Patrick Storm,* and Casey Tractor for their help in filling in the track cribs and spreading stone on the shoulder of Blackhawk Curve #1

Saturday, 05/03/08 Aligning Blackhawk Curve #1.

Thanks to Members *Chuck Galitz, Edward Konecki, Phil Kovari, Art Lemke, Jim Minerly,* and Casey Tractor for their help in setting the new alignment for Blackhawk Curve #1

Special thanks to Adam Robillard of the IRM track crew for coming out and spending a day with us to get the track alignment just right.

Sunday, 04/27/08 Bolts and Ties

Member *Patrick Storm* and his friend Tony Kelly did some track work. They

managed to change about 6 bolts north of the I.C. Bridge. They didn't have any joint bars to change the broken ones, but we also ran out of bolts to use. After we ran out of bolts, we changed 2 of the ties that the line trucks chewed up just south of the I.C. Bridge. There are still about 4 or so that still need to be changed, but we decided to just change out the 2 that were in the worst condition.

Congratulations to Member Patrick Storm for passing his written Train Operators Test on 04/27

Saturday, April 26th, 2008, the Track Team had a beautiful Spring Day to start working on Blackhawk curve one. Joined by Boomer Roadmaster Tom Hunter, the Track Team learned how to set up stations along the curve and then use a 62-foot string line to determine the curve offset. Then, using our data, we calculated the average degree of curvature that we could reasonably set Blackhawk curve one. Our inspection showed that curve one had shifted to a 20-degree curve with a transition to a 7-1/2 degree curve to the north. Therefore, we determined to push the 20-degree curve to the west and the 7-1/2 degree curve east in order to ease the entire curve. We used jacks to push the track. However, because we only had one tall jack that had the appropriate lifting foot, we were only able to reduce the curve to 18-degrees. However, before you think otherwise, this was a success, because we did push the kink out of the curve. The next step is to see if we can try another technique to continue pushing the curve. Further, we need to drop and spread two semi-trucks of 3-inch rock on and to the east of the track to build up the shoulder so that the track will not move again.

Thanks to Members *Phill Kovari* (new member) *Art Lemke*, *Fred Lonnes*, *Edward Konecki*, and *Jim Minerly* for their help and assistance making this a productive day. A Big Thanks to volunteer Tom Hunter for coming out teach us how to string line and shift the curve.

Saturday, April 17, 2008, Track Team member *Fred Lonnes*, along with *Chuck Galitz* spent the day working on the job to scrap the Orange Push Car Body at the south end of Track 0. Fred went through two more bottles of Oxygen cutting away the old body to get to the track car under frame buried underneath. Most of the cart body is now gone. It looks like there is only another two oxygen tanks to go before we have a usable cart frame.

Thanks to Members *Fred Lonnes* and *Chuck Galitz* for their help and assistance for making this a very productive day.

Saturday, April 10th, 2008, the Track Team had a very RAINY day. So instead of working on joint bars, the Track Team focused on scrapping the Orange Push Car Body at the south end of Track 0. At 2:00 p.m., the Track Team literally ran out of gas as the last Oxygen tank for our cutting torch ran out. Just as we were putting the tools and tanks away, the Track Team was joined by Boomer Roadmaster Tom Hunter, who dropped by after work to lend a hand. Depending on Tom's work schedule, he is planning to join us on Saturday, May 3, 2008 for starting work on shifting Blackhawk curve #1.

Thanks to Members *Fred Lonnes* and *Edward Konecki* for their help and assistance for making this a productive day—despite the

weather. Thanks to Member *Chuck Galitz* for making sure that we had full oxygen tanks. Finally, thanks to volunteer Tom Hunter for coming out to volunteer on the original Track Team joint bar project.

Saturday, April 5, 2008. Member *Fred Lonnes* worked on scrapping the old Orange pushcart at the south end of Track-0. The truck of this push car will be used for the EZ Dumper dump-truck box. Member *Edward Konecki* began his first walking inspection of the Mainline. Ed walked the mainline from the north end of track to about 10-poles north of the CC&P Bridge.

Pass it on!

Know a friend who would like to help with Track Fun! Pass this email on to them. Then have your friend send me their E-mail address so I can include them in upcoming Track Fun Bulletins.

Bring Your Camera!

Don't forget to bring your camera and get pictures of our progress and fun! Send your picture in to the newsletter, Fox River Lines, for publication.

Ed Konecki



Member *Don MacCorqudale* looks on approvingly as a future Museum member takes the controls of Don's layout. The layout was part of the Museum's display at the "High Wheeler Show" at Harper College In February.



Member's Day is always looked forward to with feelings of anticipation by members who can not make it to the Museum regularly. At the same time but much earlier in the day the South Elgin Parks and Recreation Department has held is "Fall Harvest" at County Park For members it is their chance to operate trains, buy books and gifts at reduced prices and to participate in an informal session about Museum interests. In effect the Museum members shared the Museum. There was a presentation and book signing by Greg Borzo, author of "The Chicago "L."





For many years, the South Elgin Parks and Recreation Department has held its "Fall Harvest" at County Park - across the creek from the Museum. It includes free rides to village residents and participants on our trains paid for by the village. 2008 was no exception, Included in the activities are a "Pumpkin Walk", a petting zoo, pumpkins for sale raised by village children on the Kenyon farm, refreshments and a hayride.



A Great Collection Donation from a CA&E Employee and Friend of the Museum

Frank Krejcik, a longtime friend of mine and some of our older members at the Fox River Trolley Museum through his family, nephew Frank Guzik donated an number of books, CA&E artifacts including controllers, motorman's stools, time tables, passes, pictures, time tables of the CA&E operating and public, as well as the last public timetable of the AE&FRE of 1935, operating model of CA&E #10 (O GAUGE), a section of the layout that features an accurate model of the Taylor Ave Station of the CA&E and much more.

Frank was born on June 23, 1917 and passed away on February 24, 1984. He lived in Glen Ellyn and graduated from Glenbard Township High School in June of 1937, going to work for the CA&E as a gateman. He was promoted to Collector in 1938 and to Conductor in 1940. He entered the US Army in

August of 1942 and worked providing train service to support allied efforts in the North African Campaign until victory in that theater and then in Italy until victory there. He was on his way to Japan to serve there when the war ended in August of 1945. Upon discharge he returned to service on the CA&E leaving there just after cessation of passenger service to go to work for the C&NW as a switchman at West Chicago yard in July of 1957. He retired from the C&NW as West Chicago Yardmaster in January 1978.

He and member *Fielding Kunecke* built many models and the huge layout in Frank's attic with many CA&E, CNS&M and Indiana Railroad passenger car models. In my memory one of the most remarkable models in the layout was the CA&E Wheaton shop building complete with operating crane and other machinery.

Upon Frank's death, his home in Glen Ellyn passed to his cousin Tom Losos , who remained there until his death in 2007. Tom was a switchman for the CB&Q.

The Museum is very grateful to the Guzik family for keeping the Museum in mind for these fantastic pieces of CA&E

history. Thanks so much on behalf off all of us!

Don MacBean



Getting the Museum Gift Shop and ticket office set up for the season requires a lot of hauling, moving organizing and planning. *Luke Helm, and Ralph Taylor*, (way in the background) are bring boxes of books, badges, timetables, whistles, toy trains and . . . into Castlemuir station.



Changing light bulbs . . . not quite like doing it at home. It is a two man job at the museum when doing platform lights. *Bill Minerly* is holding a steady ladder while *Ralph Taylor* reaches out to replace a bulb on the track two platform.



***Bill Hottendorf* applies some elbow grease and Windex to get the winter's grime off the windows of CRT 5001. When the crew finishes, the car will look really spiffy and attractive to our riders.**

Guess Where !?!

This page contains some pictures out of history so to speak. They are all relevant to the Chicago Aurora and Elgin or the Aurora Elgin and Fox River Electric Co. They are available to the public, that is you can walk or drive there walk on them . The locations DO NOT look the same today . . . if are at the locations today and standing in the right place and maybe are old enough you will probably say "Oh yeah . . . RIGHT, I see!" At one of these places the trains went by at 75+ mph if they didn't have to make a stop to pickup or let off passengers! One of them was not on a real high speed section of the CA&E and was one of the first lines to go. If I say much more . . . well hmmmmm. . . Sorry but no prizes. . . just fun.

Don MacBean



Guess where this is! The junction of two major highways in DuPage County. CA&E trains passed the station at 70 plus miles an hour if they did not have to stop to pick up or discharge passengers. Would you believe that the roads are now four lanes wide with a fifth lane for left turns?



These are recent pictures taken within 10 feet of where the AE&FRE use to run. The year for the last street cars is in error, the interurbans ceased running in March of 1935. There is a museum nearby. Guess where this is!



Fallen Flags...

Some of us as "railfans" memorialize railroads and interurbans with the term "Fallen Flags." In our own area there is the North Western, Rock Island, Milwaukee Road and Great Western to mention some of the "big" ones. And then there is the CA&E, CNS&M, CRT and CSL. To you youngun's that is the Chicago Aurora and Elgin, the Chicago North Shore and Milwaukee, the Chicago Rapid Transit and the Chicago Surface Lines. How many of our current "active" members rode the North Shore or the CA&E? CRT and CSL survived under the CTA banner. This all came to mind in another context as I was putting this issue together. It came to mind in terms of people as I put the story together about the donation of Frank Krejcik's artifacts and CA&E memorabilia.

There have been a number of "fallen flags" in the membership of the Museum and its predecessor RELIC (Railway Equipment Leasing and Investment Co.) Several of our founders and earliest members are gone. Bob DeYoung, Doug Christiansen, Al Williams and Fielding Kunecke to name four. Without their foresight and efforts there would probably not be a Fox River Trolley Museum, at least not as we know it today. These folks made their contribution not only in labor, money and memorabilia, BUT in VISION. A vision of what we can be as a Museum (even though that word was not in vogue in 1957) preserving a significant part of our cultural and regional heritage to not only memorialize it but to maintain it.

As we look to the future, let us keep their vision and contributions in mind as we welcome visitors to the Museum with a smile and pride as to what we are contributing. Let us endeavor to uphold and carry the "Fallen Flags" high!

Don MacBean

Fox River Lines Staff

Managing Editor—Don MacBean, 817 College Ave. #5, Wheaton, IL 60187

(630) 665-2581 E-mail DMacbRR@aol.com

Associate Editor—Luke Helm, Jr.

Layout and Graphics— Jack Sowchin

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Correspondence: Comments, suggestions, and corrections relating to Fox River Lines should be directed to Managing Editor Don MacBean at the address listed above. The editorial staff appreciates your feedback.

