

FOX RIVER LINES

m a g a z i n e



Issue 09-4, Winter 2009

2009 in Review



CA&E 458 at the CA&E's main Wheaton station between Main St. and Hale St. It was taken in 1956. Note on the left in the background a Cincinnati built car and on the right a Pullman built car. Bob Gibson Photo - ERHS Collection

2009 was a year of superlatives any way you reckon it. This issue will try to cover it all with text and pictures. To avoid questions of priority and importance the stories will appear in somewhat chronological order, with one exception, the arrival of AE&FRE 304 and CA&E 458. This was part of the acquisition of cars from the Gerald Brookins' collection which started in 2009 and ended in 2010. To quote Confucius, a picture is worth a thousand words, so much of this issue will be in pictures.

Acquisition of and Moving Heritage Equipment

The Museum was the beneficiary of two of its most important acquisitions since its founding in 1962 as Railway Equipment Leasing and Investment Company. (RELIC). AE&FRE 304 and CA&E 458. As essential as negotiating to get the cars was, the process of getting them from Cleveland to South Elgin in one piece, without damage and at a reasonable cost was an

absolute necessity. This process was defined and managed by member *Fred Lonnes*. He was assisted by *Chuck Galitz*, *Joe Hazinski*, *Ed Konecki*, and other members at South Elgin.

On October 2, 2009 when the bids were opened and the cars awarded to the various bidders, Fred went into action completing the negotiations with Silk Road Transport of New York and various government agencies to prepare for movement and set loading and unloading operations. Pictures in this issue and Fox River Lines 2009-3 chronicle the operation.



CA&E 458 nearing its new home - approaching South Elgin on IL Route 31. Bob Rodenkirk



Almost at the Museum on LaFox Street, just south of State St. The car was "Y" at Sundown Road so it would be facing the proper direction when placed on our tracks. Bob Rodenkirk



Chuck Galitz directing the unloading of CA&E 458 from the Silk Road lowboy on to out tracks just north of the Museum entrance crossing.

Bob Rodenkirk



Fred Lonnes, Silk Road escort Driver, Chuck Galitz, Joe Hazinski and Silk Road driver, Jay Jackson readying the ramp over which CA&E 458 will finally reach its new home rails.

Bob Rodenkirk

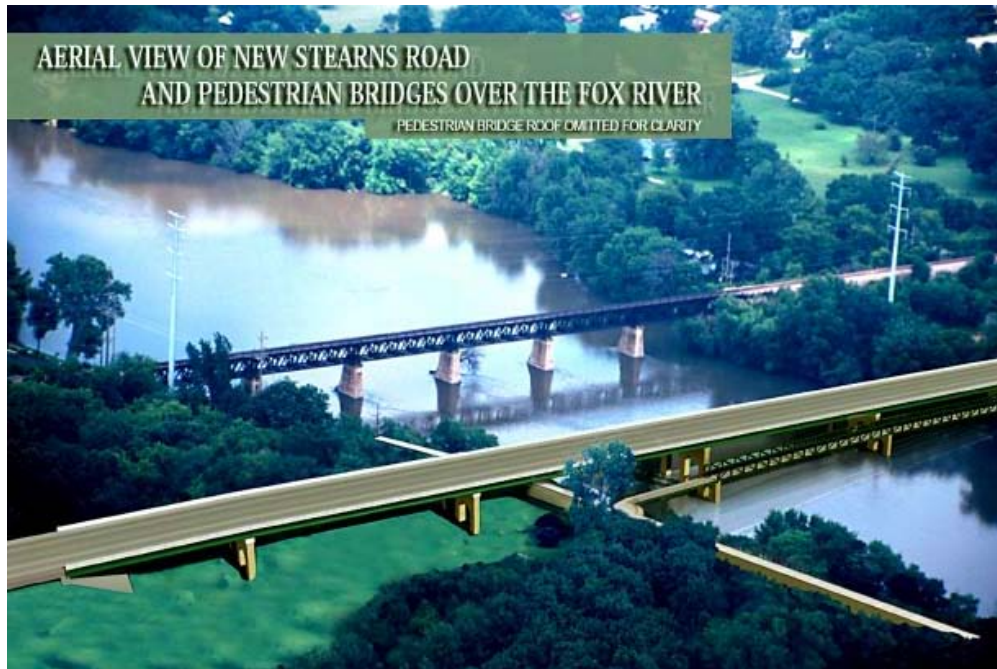


CA&E 458 - home at last!

Bob Rodenkirk

The Stearns Road Corridor Project

This project which comprises a four lane road connecting IL 25 on the east side of the Fox River with Randall Road on the west and bridges over the Fox River was very long in planning. Work in our area was started in earnest after meetings with Museum personnel in early 2009 to actual construction of roadways and bridge impacting the Museum in the summer. The project included replacing small sections of rail and installation of temporary grade crossings for construction equipment to use to build the Fox River Bridge. The bridge will span the river as well as our track. Also installed were protection devices and wiring for and protection of our power delivery system. It has attracted many visitors who have used the museum's trains for a better view. The project is scheduled for completion in early 2011.



Artists rendition of the Stearns Road Corridor bridge over the Fox river and we might add the Fox River Trolley Museum tracks. Kane County Division of Transportation



A January 2010 picture of the construction area at the Museum's tracks and the Stearns Road Corridor Bridge/ Construction ceased during the winter months. Kane County Division of Transportation



Bill Minerly, Ralph Taylor, and Jim Gonyo at the "Main Track 650 Volt DC Disc" switch to isolate the trolley wire through and south of the Stearns Road Corridor construction area. Janet Gonyo



This spring shows beams in place as seen from underneath and awaiting the decking and concrete for the roadway. Note the special work in the concrete of the piers to give a "rock" appearance matching those of the CN's bridge. Ed Tredup



Large beams being readied for placement over the middle section of the bridge. Ed Tredup



An overview of the construction shows the relationship of Museum trackage, the river and construction work last fall. Kane County Division of Transportation



An eastward telephoto view compressing the construction area showing the Museum, the river, the east bank and IL Route 25. Kane County Division of Transportation



The Museum hosted several charters to the construction site. This pictures a group of South Elgin officials getting a first hand view of the project and an explanation from project engineers. Don MacBean

The Visit of the Leviathan

Dave Kloke, a local highway construction contractor and rail, say "steam locomotive" enthusiast, began the construction of the Leviathan. He started it about ten years ago at his plant in Elgin. using plans supplied by the National Park Service. The Leviathan was a sister engine to the Jupiter (#60), Central Pacific's locomotive that met Union Pacific's number 119 at Promontory Utah on May 10, 1869 celebrating the completion of the nations first transcontinental railroad. Dave needed a place to test it prior to its inspection by the Federal Railroad Administration. Ed Konecki, Museum President, was contacted for use of Museum tracks for this and on June 22nd it arrived for a four day stay of testing and photographing.



The "Leviathan", a replica built by Dave Kloke (center) over a span of ten years shown here at Castlemuir Crossing on one of its testing days at the Museum. Don MacBean



The "Leviathan" under steam at the Castlemuir mainline platform. It successfully completed the tests it came to complete. Don MacBean



The engines name "Leviathan" proudly displayed on the cab. The cab itself was a wood working work of art. Don MacBean



The familiar station stop at Tredup's was the final destination for the tests. Don MacBean

CTA L 202 Motor Repair

The venerable and valuable L 202 has had a "hitch in its git along" for some time. Upon recommendation of Ralph Taylor, Museum's Chief Engineer, the board authorized the repair of all four of its motors. This is not a simple task as the trucks had to be removed from the underneath the locomotive before the motors could be removed and shipped to L & S Electric in Sturtevant, WI for repair. This involved raising L 202's body, then moving the trucks from under it and then placing cribbing underneath it for support. The car body will remain that way until the motors are returned and placed in the trucks and the trucks placed under L202. It is anticipated that the locomotive will be out of service for more than a year. Pulling IC 9648 for Spring and Fall Caboose Days has been its primary task.



Chuck Galitz, Joe Hazinski, Ralph Taylor and Grant Harrison conferring on what's next in the process of L202's motor situation. Don MacBean



The hole left by the removal of L202's south truck. Don MacBean



This is the truck that fits in the hole. Don MacBean



Ralph Taylor, Bill Minerly and Chuck Galitz ready L202's #2 motor for loading on truck, in background, for transport to Wisconsin for refurbishment. Joe Hazinski



Ralph Taylor, Chuck Galitz and Grant Harrison rigging #2 motor. Joe Hazinski

CTA 40 Motor Replacement

Number 40 plays an important part in the successful operation of the Museum's "Polar Express" trains. In the spring of 2009, it was discovered that one its motors was failing and needed replacement before the car could be used. Car Department volunteers Chuck Galitz, Joe Hazinski, Fred Lonnes, Jim Slattery, and Joe Solinski successfully completed the work well in time for the "Polar Express" schedule in December.



A worm's eye view of the underside of CTA #40 with the south truck removed. Note the jacks holding up the car while work is ongoing installing the refurbished motor. Don MacBean



From left to right, Fred Lonnes, Chuck Galitz, Joe Hazinski and Joe Solinski installing the refurbished "#1" motor. Don MacBean



Joe Solinski, Joe Hazinski and Fred Lonnes work on the installation of the refurbished motor. Don MacBean



Chuck Galitz checking voltage potential on the "A" motor. Joe Hazinski



At last, well after sunset, the south truck is back under #40. Don MacBean

Rehabilitation of the Hollywood Shelter

Hollywood, a station on the Chicago Aurora and Elgin located near the Raymond Street crossing of the CA&E now looks better and is in better shape than when RELIC acquired it in the 1960's. Joe Solinski, a new Museum member from South Elgin undertook the major project of replacing rotted wood and painting the building including two coats of primer and two coats of paint. Good work for a new member!



Hollywood station on the CA&E's Elgin Branch near South Elgin has not been in as good a shape since it left the CA&E . . .AND . . . Joe Solinski is not finished with it yet! Joe Solinski

Internet Connection at the Museum

The Museum implemented internet at the Museum to provide connection for a web based ticketing system for online customers and depot customers. We are now able sell special event tickets from the Castlemuir Depot.

Polar Express and Halloween Hiawatha

For five years Halloween Hiawatha and "Polar Express" have been stellar performers in the Museum's stable of rider and revenue producers. 2009 was not an exception, This year Polar Express operated under the imprimatur of "Rail Events" the licensee of Warner Brothers. New features and more trains were included this year. Waiters were added to dispense cookies and hot chocolate to eager children and their parents. Music from the sound track accompanied the entire trip on all trains. In addition Castlemuir became the North Pole with the station's trees outlined in colored lights. The baggage cart was decorated in Christmas garland, lights, and beautifully wrapped gifts.

Regular Halloween Hiawatha trains were augmented by additional special chartered trains on Friday, October 23rd for the Girl Scouts. Hats off to all of our volunteers who made these events such a big success!



The "Polar Express" has arrived at the North Pole" aka Castlemuir - all decked out with a baggage cart re. sleigh full of gifts awaiting Santa's handing out to the waiting children. Doug Rundell



A brand new sign courtesy of Fred Lonnes, graces the Castlemuir main line platform area. Doug Rundell

Inter-Museum Track Department Field Trips

The track team participated in inter-museum field trips at East Troy and IRM to share techniques and learn from other Museums. The Museum received reciprocal help.

Don MacBean



Spirit of Partnership

The members and friends of the Fox River Trolley Museum volunteer their time and funds to provide a memorable and educational experience for our visitors. Many of us work long and hard on such activities as maintaining the cars, making train crew assignments, keeping the grounds up, running the gift shop and taking care of the hundreds of other tasks needed to run the museum. Sometimes, though, despite the hard work, we encounter critical comments from our visitors. People will ask about the lack of visitor facilities or the shortness of the ride. They will also help with suggestions to improve things that start out, "You should.". Now, like many people, I often feel a bit taken a back when I run into comments like these, but instead of being frustrated, I instead change it around in my mind as an opportunity to

invite a critical visitor to help the museum. How, ask for their help.

When you ask for help, you are changing the relationship we have with our visitor. You turn the conversation from one of critical concern to acting as partners. The word partner is important here. Why is it important? Partners are equal participants in an activity of common interest, in our case, explaining history. Let us look at what this means concerning the Fox River Trolley Museum.

Our museum exists to provide a service to the community. We are the caretakers of a significant part of the historical story about who we are and how we came to live the way we do. Since 1959, the Fox River Trolley Museum's members and friends have volunteered to build a museum to tell this story. We tell the story with artifacts, antique railroad cars and a ride on a 105-year-old railroad. We tell this story to thousands of people every year-our visitors. Our visitors are our partners in our activity. Without them listening to us and riding with us, there would be no story, no museum, no preserved artifacts, no railroad cars and no railroad. But, our visitors do not know that they are our partners. And, this is where we must begin to educate them.

The best place to start with educating our visitors that they are our partners is when they ride with us. Let our visitors know that they are partners in the museum. Tell our visitors that this museum is their museum and that they can help in improving it for tomorrow's visitor. Tell them that they can help. When our visitors know that they can help and that they are our partners, it will change the relationship that they have with us. Our relationship changes from passive to active, from visitor to partner. So, what is the power of this partnership relationship? When you treat visitors as partners, visitor comments, even of our critical visitors, change to suggestions for positive action. And, positive action is what will build our museum for future generations to come.

Ed Konecki

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Ed would appreciate your comments and or suggestions.

He can be reached by e-mail at the above address or at the phone number shown. - Editor



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.

Car Department Changes

Joe Hazinski, Car Department Superintendent announced new position descriptions, responsibilities, and governance for the Car Department.

Car Department Project Manager Position

JOB DESCRIPTION

March 10th, 2010

A *Car Department Project Manager* will be in charge of a specific project assigned to him or her by the Car Department Superintendent.

Each individual *Car Department Project Manager* has the authority and responsibility to execute and complete in a reasonable time frame and within budget the specifically defined car project. Anyone working on a car or project must coordinate with and be in contact with the respective *Car Department Project Manager*.

Standard maintenance and running or emergency repairs are not considered specific car projects but must be reported to the Car Department Superintendent.

Joseph R. Hazinski, Car Department Superintendent

Car Department Project Managers 2010

April 23rd, 2010

As Car Department Superintendent I am appointing the following persons as Project Managers to manage individual Car Department projects.

CTA L-202 - Ralph Taylor	CA& E 458 - Fred Lonnes
CNS&M 756 - Ralph Taylor	IC 9648 - Doug Rundell
CA&E 20 - Ralph Taylor	CTA 4103 - Bob Hillman
CA&E 316 - Ralph Taylor	CNS&M 715 - Joe Hazinski

CA&E 11 - Ralph Taylor

W&SR 73 - Chuck Galitz

CTA 4451 - DonMacCorquodale

CCRY 6 - Don MacCorquodale

AE&FR 5 - Chuck Galitz

CRT 5001 - Joe Hazinski

AE&FR 304 - Joe Hazinski

CSS&SB 7 - Pat Storm

CTA 40 - Fred Lonnes

CA&E handcar - Matt DelGiudice

CTA 43 - Fred Lonnes

CA&E crane - Jim Slattery

CTA 45 - Fred Lonnes

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Joseph R. Hazinski, Car Department Superintendent

Board Announces Meeting and Event Dates for 2010

Board of Directors Meetings

Sunday, March 28, 2010 - 1 pm South Elgin Village Hall

Saturday, June 5, 2010 - 1 pm South Elgin Village Hall

Saturday, August 7, 2010 - 7 pm South Elgin Village Hall

Saturday, September 25, 2010 - 7 pm South Elgin Village Hall

Sunday, November 21, 2010 - 1 pm South Elgin Village Hall

Annual Members Meeting

Saturday, November 13, 2010 - 7 pm South Elgin Village Hall

Members Day

Saturday, June 12, 2010 - 11 am to 4 pm Museum Grounds

Saturday, September 25, 2010 - 11 am to 4 pm Museum Grounds

Don MacBean

IN MEMORIAM

Ed DeRouin

1946 - 2010

Consummate railfan, author, editor, modeler, photographer and a great all around nice guy are all words that describe Ed. But one more is needed to really describe Ed and his contribution "always ready to be helpful." My brief association with Ed revolved about his willing assistance to another in producing pictures for a national magazine article about the big CB&Q Naperville wreck in 1945. I will remember him as a gracious and helpful friend.

Mildred Lewandowski

1915 - 2010

It is with sadness that we inform our members and friends of the passing of Mildred F. Lewandowski, of Brookfield, mother of Laura Taylor; grandmother of Laurie, Edward and Robert and great-grandmother of Lance, Patrick, and Christopher. Her children and grand children have contributed importantly to the Museum and its success. We all thank you.

Don MacBean



In Process - In Progress - 2009

The Museum is still in process. Being a professional museum is our goal.

What do we have to do to achieve this goal? Here are some keys that we have begun to implement in our development as members and leaders.

- Realize that we stand for the importance of a museum in our community.
- Read, understand, post, publish and buy into it.
- Incorporate the Mission Statement as the vision of our business plan in all of our activities and behaviors.
- Continue sound management planning.
- Develop policies and procedures for management, volunteers, boards, and chairpersons.
- Implement an ongoing planning process.
- Educate ourselves. Attend seminars. Read journals/newsletters. Talk to colleagues.
- Research the economic impact of the Museum. How much money do we bring into the community?
- Know our Museum. Whom do we serve? Beyond economic and educational impact, what other impact do we have in the community? What would happen in our community if the Museum did not exist?
- Promote yourself and the Museum at every opportunity. Develop a public relations plan.
- Know our business community, and understand their politics and their needs.
- Study and know the business impact of the Museum.
- Avoid complacency.
- Maintain a balance.
- Seek excellence in our selves and in everyone around us.

Don MacBean

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Submissions: Submission of stories from members and others is necessary to publish *Fox River Lines*. Feature length articles are always welcome and considered. Please contact the staff before undergoing a project. Contributors submit materials with the understanding that no monetary compensation is provided.

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.
