

FOX RIVER LINES

m a g a z i n e

official publication of the
FOX RIVER TROLLEY MUSEUM



Come ride with us!

ISSUE 10-2 ■ SUMMER 2010

news from
**UNDER
the wire**

RECENT FOX RIVER LINE HAPPENINGS

news from
**UNDER
the wire**



Status - CA&E 458, CTA 45 and IC 9648

CA&E 458

Work continued on installing the trolley bases, poles, hooks and retrievers along with efforts to get the air brake system to function. An attempt to get the headlight that came with the car to operate have moved forward including rewiring it and replacing a resistance coil have not been fruitful to date. On Saturday October 30th, 2010 the car, operated by *Fred Lonnes* with assistance from *Ralph Taylor*. *Joe Solinski* made its first trip to Blackhawk and return with *Laura Taylor* and *Don MacBean* riding along. The air brake system needs some more tweaking and at that time the missing shock absorber had not been installed. The shock has since been installed but staff efforts have turned towards getting ready for Polar Express. The West

Joe Solinski, Fred Lonnes and Ralph Taylor inspecting their handiwork prior to 458's departure back to South Elgin after a successful southbound trip to Blackhawk Station.

side of the #2 truck has been cleaned, primed and painted along with the steps and trap next to it by *Joe Solinski* before the weather turned too cold to paint. *Fred* and *Joe Solinski* have been the primary workers on this car.

Work continues on the interior of 458 in checking out the heat and ventilation system. After some trouble shooting the ventilation fan is now functional as well as the basic heat. The heat and ventilation controls need much additional work to make them fully functional and reliable. Other areas on the car that have had attention include the sign box front frame (new ones made) and more general cleaning.

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Editor's Apology

An apology and explanation are in order to our members and readers. Around February 8, I suffered a heart attack and was taken to Central Du Page Hospital. Based upon previous medical diagnoses open heart surgery involving a quadruple bypass and valve replacement were performed followed by the implanting of a pacemaker. This all involved a hospital and rehab stay of two and a half months and entails a long period of further recovery.

With the help of Museum friends, church members and the

miracle of modern computer technology, I have been able to resume a limited amount of volunteer time including work on Fox River Lines and other Museum publications including "Trolley Times" the 2011 calendar and a number of other functions.

The primary reason for not communicating much of this information sooner was/is that it was uncertain and not releasing it precluded the generation of stories and rumors. I apologize for the lateness of Fox River Lines and expect to be caught up soon.

Don MacBean, Editor



president's message

From the Front Platform

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 2011, 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.

Ed Konecki

edwardkonecki@aol.com
847-209-5453

Ed would appreciate your comments and or suggestions. He can be reached by e-mail at the address above or at the phone number shown.

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ADDRESS ... 361 S. LaFox St., P.O. Box 315, South Elgin, IL. 60177
PHONE ... (847) 697-4676 **WEBSITE ...** www.foxrolley.org

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Status - CA&E 458, CTA 45 and IC 9648

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CTA 45

Much has been done to bring this car into service as a primary car for the Polar Express operations. *Joe Solinski* and *Joe Hazinski* adjusted the brakes, tested the car and now it is no longer a “drifter” as regular use of the track brakes are no longer necessary. CTA specification rubber roof mats have been installed so both poles can be on the overhead when changing ends on this car. [Car 43 does not yet have this feature, so the current practice applies on that car.] A power plug was installed on the #2 end and the #1 plug moved to the correct location. The door mechanisms on the East side have been worked on but are not yet perfect. All these projects were led by *Fred Lonnes*. Fred also determined that the emergency light relay was not functioning and that all the emergency bulbs were burned out. He located a replacement relay plus replacement bulbs which were installed and tested by *Joe Hazinski* and *Chuck Galitz*. Finally all four traction motors were inspected with access to the #3 motor being a challenge. First to gain better access the pilot/plow unit on the #2 (North) end was removed and installed on the South (#1) end. Then the motor covers which were tie wrapped to the case were removed and everything was found to be in order. Fortunately a spare motor cover was found in the car which replaced a mismatched one. When setting up the sound system it was noted that 45’s M-G seemed rather noisy. It was found that a loose “safety bar” was rubbing on the frame of the M-G and transmitting the vibration to the case and the whole car body. A little “english” applied with a 3 pound sledge hammer and pry bar resolved the issue. Chuck and Joe did most of this work. Joe Solinski changed out both wiper blades which were no longer viable and assisted with the clean up after much of this work.

It must be noted that *Joe* and *Sandy Solinski* have expended a lot of effort in cleaning up the windows and interiors of all
(Continued on page 4)



Fred Lonnes

Destination - South Elgin!!!

**FOX
RIVER
LINE**

**FOX RIVER
TROLLEY
MUSEUM**

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.

FOX RIVER LINES STAFF

Managing Editor—Don MacBean

817 College Ave. #5, Wheaton, IL 60187

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

Layout and Graphics—Jack Sowchin

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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, letters to the Editor, 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.

Status - CA&E 458, CTA 45 and IC 9648

(Continued from page 1)

three 40 series cars while *Chuck Galitz* has installed new speakers in all three units along with an improved audio equipment layout in the #1 cab of Car 43. Operating Department personnel have assisted in the holiday decorations in the cars. Car 45 with its steel trolley shoes, which are better at cutting ice, will lead the train and Car 40 will be held as a backup car in case of a problem with 43 or 45.

IC 9648

Doug Rundell has put in a lot of effort to replace the rotted floor in the cupola area. The steel cupola platforms had to be jacked up off the existing floor; the bad floor and sub floor boards removed along with the old insulation; new wood floor stingers fabricated to replace the rotted old ones; the rusted steel sub floor cleaned up and painted with rust preventing primer; blocking installed under the various posts supporting the cupola floors; new Styrofoam insulation cut and installed; a plywood sub floor installed and finally new tongue and groove flooring installed. Doug has to remove some bracing from the car but has completed all of this on Friday November 19th, 2010. Painting of the floor and minor items will continue into next year.

On November 11th, 2010 our neighbor *Leo Metz* and *Joe Hazinski* installed the new burner pot that *Leo* had fabricated out of stainless steel and then tested it and it does work! The caboose will once again be warmed by its own stove. Just as with the floor there is some tweaking to be done. *Leo* also made up a temporary cap for the fuel oil filler on the outside of the car.

**Fred Lonnes, Don Mac Bean
and Joe Hazinski**

(See more photos on page 6 and 8.)

**CA&E 458 as seen at Blackhawk Station
showing track two - a not common view.**



Fred Lonnes

Nicely filling out the low level platform at Blackhawk Station at the Jon Duerr Forest Preserve we are looking for the day when 458 will be in regular service.



Fred Lonnes



Don MacBean



Fred Lonnes

View from the cab of 458 on track two leaving Castlemuir Yard.

CA&E 458 ready for return trip from Blackhawk on a crisp October 30th.



Don MacBean

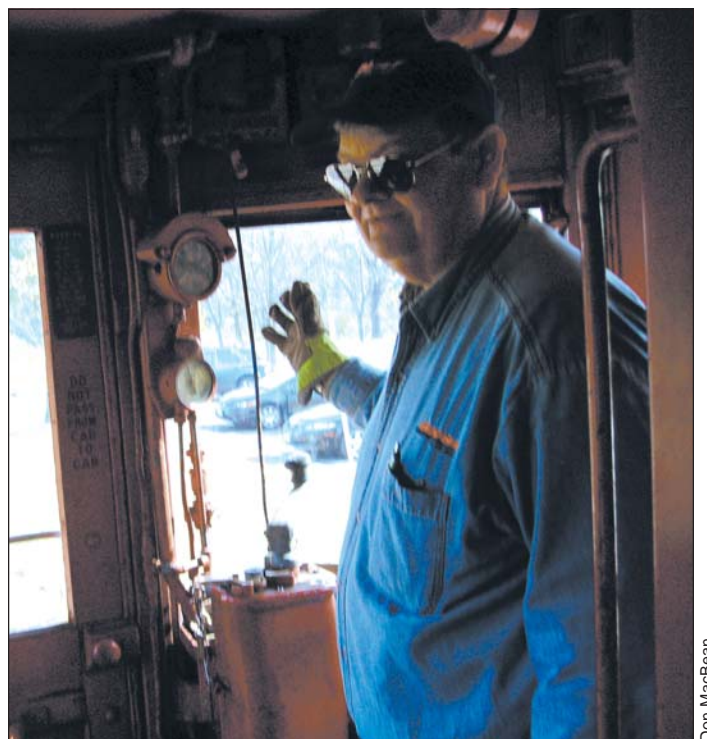
A cab view of 458 as seen at the Blackhawk Station prior to the return trip to Castlemuir.



Don MacBean

Fred Lonnes getting ready to give the two blasts on the air horn signaling the departure for the return trip to Castlemuir.

It is working . . . 458 easing out of Blackhawk on its successful first trip back to Castlemuir.



Don MacBean

Editor's Note: This issue of Fox River Lines has been difficult to put together, first there is the very good news of the work being accomplished and completed on our three newest acquisitions, AEFRE #304, CA&E 458 and CTA 45. This was more than over balanced by the reporting the passing of a number people – members and others important to the Museum community. Their obituaries appear here.

Don MacBean

Stanley T. Bristol 1928 -2010

Stanley T. Bristol, 82, of Northbrook, formerly of Northfield, passed away Nov. 4 of complications from Parkinson's disease. He is survived by his wife, Vernelle; sons, Mark (Dianne) Bristol of Omaha, NE and Kent Bristol of Lakewood, CO; and a daughter, Kelley (Timothy) Carlson of Arvada, CO. He is also survived by five grandchildren, Tyler, Natalie, Peter, Andrew and Katie and by his brother John (Beverly) of Estero, FL. He is also survived by several nieces and nephews. He is a graduate of Wheaton College, Northern IL University and received his doctorate in education administration and political science from. After teaching in Wheaton and serving as an elementary school principal, he accepted the offer to become Superintendent of Schools in Kenilworth, IL for nine years. He then became Superintendent of the Northern Suburban Special Education Dist. for 19 years. He ended his career in 2000 by heading the Education Department and teaching Special Ed courses for Trinity International University. His volunteer contributions included being a founding Member of Railway Leasing and Investment Co, now Fox River Trolley Museum where served in several capacities including motor man and conductor on the demonstration railroad.

He served on the board of New Trier High School, former president and member of the board of the Irene Josselyn Clinic, member of the Family Services of Winnetka-Northfield, chair of the citizen's advisory board for Metra, chair of the Residential Services Authority, Springfield, past president and member of Wilmette Rotary, chair of the Center for Bioethics and Human Dignity, chair of Nortran (now Pace) regional bus system and member of several church related ministries and recently, a happy member of the Stephen Ministry group at his current church, Winnetka Covenant. A memorial service will be held at 4 p.m. on Saturday, Nov. 13, at Winnetka Covenant Church, 1200 Hibbard Road, Wilmette. In lieu of flowers, contributions may be made to Winnetka Covenant Church or to the Center for Bioethics and Human Dignity at Trinity International University, Deerfield, IL.

Don MacBean

Julie Ann Johnson 1942 -2011

Julie Ann Johnson, 68, loving daughter of the late James and Margaret Johnson; dear sister of David and Craig Johnson; aunt of Hillary and Andrea Johnson; friend to many. CEO of American Slide Chart and active with the IL Railroad Museum, CGS and Be-All. Visitation Thursday, March 3, from 4 to 8 p.m. at **Hultgren Funeral Home**, 304 N. Main St. in Wheaton. Funeral Friday 10 a.m. at Wheaton Bible Church, 27W500 North Ave. in West Chicago. Interment Wheaton Cemetery.

The entire IRM membership, as well as many throughout the museum community across the country, mourn the recent death of **Julie Johnson**, as reported earlier. This is a loss that

Helen Tredup 1927 - 2011



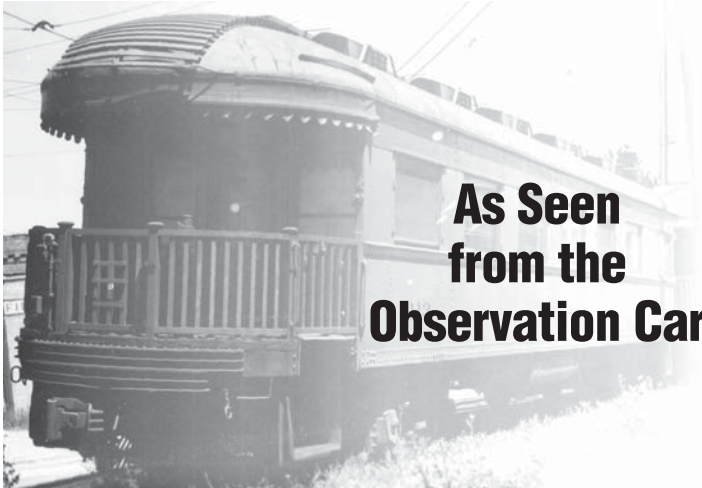
Helen B. Tredup of South Elgin, 83, passed away Monday, April 11, 2011, in her home. She was born June 21, 1927, in Elgin. She had been a resident of the Elgin and South Elgin area all of her life. She had been employed by the Elgin National Watch Company. and then with Tredup's Auto Body, South Elgin, from 1967 until retiring. She was a devoted wife, mother, grandmother and great-grandmother, and enjoyed nature from her home overlooking the Fox River. She and husband Ed were loyal faithful members of the Fox River Trolley since 19?? They could most often be seen "patrolling" our tracks and Castlemuir Station area and reporting problems to the proper Museum personnel. Their home "Woodcliff" over looked out tracks and was a popular stop on our way to Blackhawk Station always seasonally decorated and exhibited Ed's vast collection of switch stands block signals and right of way markers.

Surviving are her husband, Edward L. Tredup, whom she married Jan. 15, 1949; a daughter, Vickie (Robert) Justice of St. Charles; son, Charles (Marie) Tredup of South Elgin; grandchildren, Michelle (Michael) Flannery, Jeremy (April) Tredup, Kimberly and Eric Justice; great-grandchildren, Olivia and Chloe Tredup, Gavin and Gaije Flannery; and sister, Ruth Traub of South Elgin. She was preceded in death by her mother, Josephine Fehrman Scranton and a sister, Patricia Tredup. Funeral services were held 7 p.m. Thursday, April 14, at Laird Funeral Home, Elgin. Burial will be private in Bluff City Cemetery, Elgin. Visitation will be held from 5 p.m. until the time of services Thursday, in the funeral home. In lieu of flowers, memorials may be given to the Fox River Trolley Museum.

Don MacBean

cannot be replaced. Julie provided an unparalleled level of both financial and active support to the Museum for more than four decades. Our magnificent signal system stands as a monument to one person's expert direction and unflagging dedication; nobody else has anything like it. And, of course, there are the many cars whose acquisition were made possible, including the Trolleyville collection, the moving of the Marengo depot, and on and on. And then there is the vast collection of historical artifacts and documents. It is now up to the rest of us to ensure that this legacy is preserved and displayed as Julie intended.

Published in Chicago Tribune on February 27



As Seen from the Observation Car

Perception vs. Reality

There is a current saying “Perception is everything.” This means people act and respond to things and events as we see and or understand them rather than the facts or truth of the matter or thing. What does this have to do with the Fox River Trolley Museum? LOTS! We are dealing here with the perceptions we have of ourselves as individuals and the Museum and the general public’s, including visitor’s perception of us.

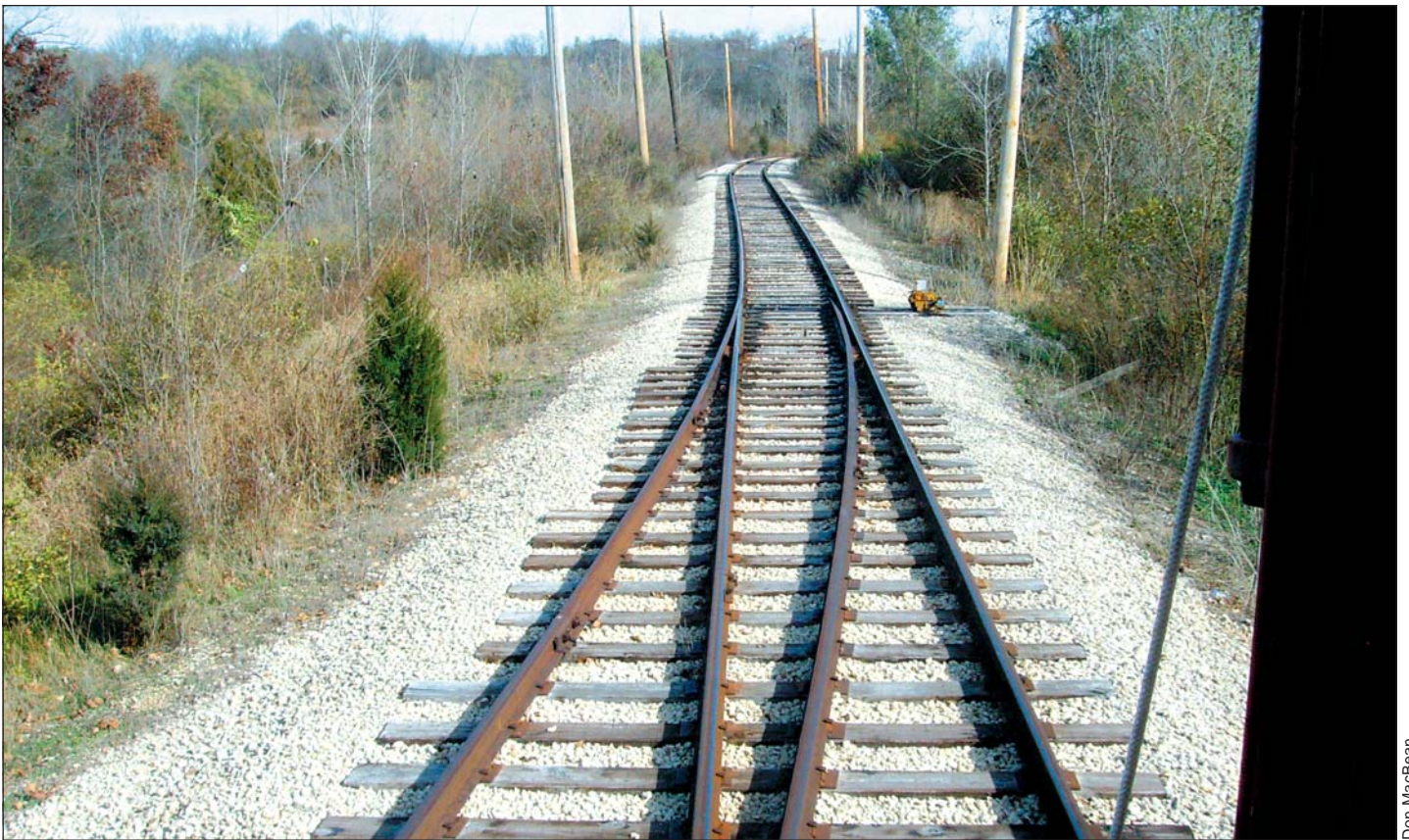
This is not an observation rooted in philosophy or psychology, but practice. It deals with the fundamentals of who we are and the success of what we are all about. It is assumed we all want to successfully complete our mission as the Fox River Trolley Museum and those we want to leave the Museum to survive as a part of the heritage of our area. Perception in our situation has two connected parts. How we as members perceive ourselves as members and how we are perceived by those who visit us and the people of the community in which we reside. How we think of ourselves and what and how we do will substantially affect how we are perceived and if we succeed in our mission.

If we are motivated by the desire to share our passion, read desire, and love of what we are preserving and operating and communicating in any number of ways to our visitors and the community, we will be successful. This same motivation will also affect how we are perceived by the community as they relate to us in the process of governance as that affects our success. Do we as individual members perceive ourselves in our behavior as individuals serving the community or just doing what we do to have fun playing train/railroad regardless of our mission?

Perception of the Museum will affect those who support us through donations and grants. Thus how we perceive ourselves will be reflected in how other perceive us and how well we attract others to give us the opportunity to share our interest with visitors, and maybe secure new members.

We recently received two extremely important and significant artifacts to our mission, read AE&FRE #304 and CA&E # 458. There was much attention paid and help given by the local community in moving these cars to South Elgin because they were perceived by the community to be in their interest. It is in our best interests to respond and act appropriately. Perception is everything!

Don MacBean



Don MacBean

A view from the cab of CA&E 458 northbound out of Blackhawk Station which we hope will be the beginning of many future trips with the last built standard interurban car.