

FOX RIVER LINES

m a g a z i n e

official publication of the
FOX RIVER TROLLEY MUSEUM



Come ride with us!

VOL. 11 - 2011 ANNUAL
THE YEAR IN REVIEW

news from
**UNDER
the wire**

RECENT FOX RIVER LINE HAPPENINGS

news from
**UNDER
the wire**



Joe Hazinski

Once again in 2011, for those of us who are lucky enough, we were graced by the presence of a real live fox at the museum. Here is one sunning itself in the parking lot on Monday, October 10th.

Fox at the Museum!

This issue of *Fox River Lines* covers activities that occurred during 2011. The past year the Museum lost a valuable member, this Newsletter's Editor, Don MacBean. Don had been suffering medical issues for most of the year and passed away in December. His efforts on behalf of the Museum will be sorely missed. In addition to being the Editor, he represented the Museum throughout the Community.

The Museum is now looking for a replacement Editor to take over the task of reporting the activities that happen at the Museum. If you are interested, please contact Museum President Ed Konecki.

Fred Lonnes, Acting Editor 2011



president's message

From the Front Platform

Story Time

Chicago's public radio station, WBEZ, 91.5, often talks about "driveway moments". These are radio stories so compelling, that even if you are parked in the driveway of your home, you cannot turn off the radio and go into the house. You have to wait until the story ends. Good stories reach out to people in a way that very few other activities do. Stories entrance us, mesmerize us, and inspire us. Good stories make us want to be part of the story.

The Museum's job is to tell stories. It is part of our Mission- "To preserve and interpret Chicago's electric transport era..." Most of our focus though, seems to be on the "preserving" part of the Mission. We need to do a better part of interpreting, and that is where story telling comes in. If we can tell a really good story, if we can create a "driveway moment" for our visitors, our visitors will come back, they will tell their friends to come visit, and they will become Members and supporters. If we don't tell a good story, our visitors will just up and leave after the ride - never to come back again.

Who usually tells the story today? It's the Museum Volunteer that is with our guests the most - our demonstration train ride conductors. Our conductors are more than just part of the train crew. Our conductors must be the interpreter and the storyteller for our visitors. Our conductors need to create "driveway moments" that will so engage our visitors, that they will want to ride more, come back more, and become part of the organization.

It is time that we start polishing up our story telling skills. It is time to create stories that our conductors can tell that will touch our visitors. Here's why. Long gone are the days when our visitors could relate to our "trolleys" for nostalgia. People looking for trolley nostalgia are going to be in the 60's and beyond. We are now in a time when parents and grandparents have never had a previous relation with trolleys to feel nostalgic about. Therefore, if we want to fill seats on our demonstration trolley ride, we cannot rely on nostalgia. We instead, must tell stories that will engage our younger visitors. We must create "driveway moments" for them. Only if we can do that, will we be able to keep our seats filled and the Museum going.

Ed Konecki
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847-209-5453

Ed would appreciate your comments and suggestions. He can be reached by e-mail or by phone as shown at left.

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Correspondence: Comments, letters to the Editor, suggestions, and corrections relating to FOX RIVER LINES should be directed to Acting Editor Fred Lonnes at the address listed above. The editorial staff appreciates your feedback.

FOX RIVER TROLLEY ASSOCIATION, INC.

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The Year In Review

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Museum Financials 2011

CASH INCOME 2011

Dues	\$5,942
Donations	\$22,606
Miscellaneous Income	\$28,117
Store Sales	\$6,410
Ticket Sales	\$83,994
TOTAL CASH INCOME	\$147,069

CASH EXPENSES 2011

Administration	
{phone, bank fees, insurance, professional fees, taxes, rent}	\$30,751
Car Maintenance	
{lubricants, parts, repairs, restorations}	\$8,704
Electricity	\$6,133
Facilities Maintenance	
{property upkeep, waste disposal}	\$5,561
Member & Museum Services	
{memberships, advertising, publications, web site, archives, operations, community relations, development}	\$50,634
Store Stock	\$2,059
Track Maintenance	\$31,160
TOTAL CASH EXPENSES	\$135,002



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.

Museum Donors 2011

Sevim Ablay	Paul Kott
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Ruthanne Johnson	Edward Tredup
Frances Karczewski	Jacqueline Tredup
Edward J. Kedzie	Lorraine Tredup
Dan Kelly	Ronald Wasem
George Klair	J. Robert Wayman
Ed Konecki	John Weber
Richard Kounetis	

Car Department Activities



Joe Hazinski

Another Spring project was the reinstallation of the re-upholstered seat backs and seat cushions in CNS&M 715. Here *Ralph Taylor, Jim Minerly* and *Dan Zedan* are attending to the fitting one of the backs on April 29th. Funding for this needed project was by donations from members who are recognized by a plaque mounted in the car.

AE&FR 304 received a lot of attention to its #1 end which faces North. Here the old pilot has been taken off, the dasher removed, some rotted wood replaced, other wood frame members treated with epoxy and the hole in the bumper patched. This view was taken June 20th during that process. The car was available in 2011 for a Shore Line charter before the work was started and was back together for the annual Trolleyfest/Riverfest in August, a special Electric Railroader's Association convention charter on Labor Day, the dedication of the Stearns Road Bridge well as for the museum's Members Day on September 24th.

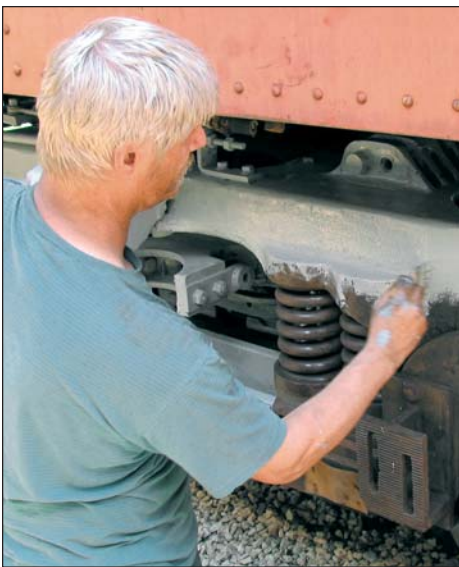


Joe Hazinski



Joe Hazinski

During inspection of the CNS&M 715 it was found that the air compressor's electrical brushes needed replacement. Here *Joe Hazinski* is dressing the commutator on the compressor to assure smooth operation and proper wear of the new carbon brushes. May 9th, 2011.



Joe Solinski

South Elgin resident and member *Joe Solinski* spent his evenings and days off a few hours at a time, scraping, priming and painting the trucks and underbody equipment of CA&E 458. Here he is applying gray primer to the #2 truck on June 6th.



Joe Hazinski

CA&E 458 roof gets another coat of sealant by *Fred Lonnes* assisted by *Joe Solinski* on October 30th.

Car Department Activities

Member *Grant Harrison* is painting the black stripes on the South hood of CTA L-202 on June 26th. Grant along with *Ralph Taylor* spent much of the season, preparing, priming and painting the locomotive in hopes it will soon return to the operating fleet.

It is October 16th as *Grant Harrison* and *Ralph Taylor* continue to work on repainting the exterior of CTA locomotive L-202 preparing it for the day when the motors are returned and the locomotive is able to once again operate.



Joe Hazinski



Joe Hazinski



Joe Hazinski



Neighbor and volunteer *Leo Metz* and his grandchildren assisted *Doug Rundell*, IC caboose 9648 program manger, by taking August 15th to completely repaint the exterior of our popular caboose.

Member *Fred Lonnes* applies new lettering and numerals to IC caboose 9648 on September 4th after the new red paint has cured.

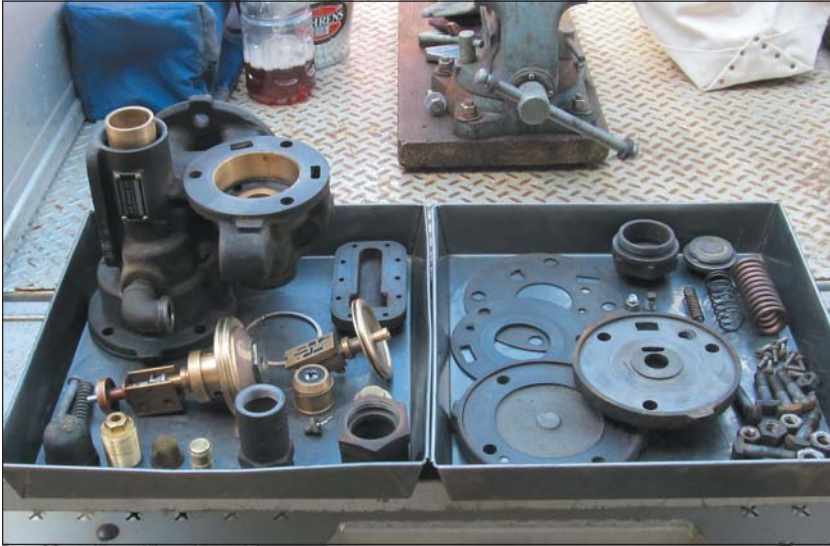
Joe Hazinski



Joe Hazinski

On Sunday afternoon September 5th IC caboose 9648 basks in the afternoon sun at Castlemuir after her exterior repainting and re-lettering.

Car Department



Joe Hazinski

Chuck Galitz works quietly and almost tirelessly on many projects. AE&FR 5 is one of those projects. In this picture we see the disassembled parts of its Westinghouse Air Brake locomotive air brake system distributing or control valve.

After a careful cleaning, light lubrication and reassembly the distributing valve is ready to be reinstalled in locomotive 5. Chuck also did similar work to the air compressor governor and two feed valves, all parts of the brake system.



Joe Hazinski

Finally the distributing valve has been mounted on its bracket in the nest of air pipes under the floor of the engineer's station in 5, a feat that takes some strength and precision to accomplish. Besides his vast collection of tools Chuck also relies on technical manuals he has assembled over the years.



Joe Hazinski



Edwin E. Allen

In September 2011 the Museum lost another of its founders and early volunteers Ed Allen. Ed had a long career in the electric railway field. Ed worked for the Chicago Aurora and Elgin at the Wheaton Shops and other locations on the line. He was on duty the day passenger service was suddenly terminated. He was tasked with going to Forest Park to close up the station and return the cars stored there. Following a stint working for Wheaton Engineering he moved to Mason City, Iowa as the Division Chief Mechanical Officer for the Iowa Terminal Railroad. He later moved to Shaker Heights, Ohio to head the Maintenance Operation for the City of Shaker Heights Rapid Transit. Following the consolidation of transit operations in the greater Cleveland area he was named to head all rail equipment maintenance for the Greater Cleveland Regional Transportation Authority from which he retired.

Ed had long suffered illness, Parkinson's Disease following his retirement. While he maintained a keen interest in electric railways and the Museum he was not able to travel in the past few years. There was no Memorial Service, he will be buried in Wheaton next to his wife and one son.

Electric Railroader's Association Charter



FRTM 304 and 715 waiting in Coleman Yard on September 5, 2011, for boarding by the Electric Railroader's Association of New York.

Joe Hazinski

FRTM 304 and FRTM 20 passing at Coleman siding.



Joe Hazinski



Fred Lonnes

Walk the Rock

Kane County opens new bridge at Stearns Road

On September 17th, 2011 the Kane County Forest Preserve opened the new bike path bridge at Stearns Road. The new bridge was constructed as part of the Stearns Road river crossing project. The river crossing connects the Fox River Trail, that runs along the Fox River's edge through the County with, three other regional bike paths. The "Rock" is a large stone installed on the east bank of the River to commemorate the building of the bridge and connection paths.

The Museum cooperated with the Forest Preserve to provide transport between the Blackhawk Station at the Jon J. Duerr Forest Preserve and the new bridge site. Fox River Car 304 and North Shore 715 were used to shuttle attendees to a special stop set up for the event near the bridge. In addition the Forest Preserve established several Stations along the path for those attending to stop and interact with elements relating to District's recreational activities. At Jon J. Duerr the County had a large display dispensing informational material about the Stearns Road Corridor as well as other ongoing projects.

The Museum members helping in this endeavor were: *Chuck Galitz, Ed Konecki, Bill Minerly, Joe Solinski, Sandy Solinski and Fred Lonnes.*

Conductor *Edward Konecki* stands beside his car, Fox River 304, as the shuttle service to Stearns Road is about to commence. The Museum provided shuttle service between Blackhawk Station and Coleman Yard.



Fred Lonnes

Museum volunteer *Sandy Solinski* on duty as North Shore 715's Conductor. 715 accompanied Fox River 304 to make up the Museum's Shuttle Fleet.



Fred Lonnes

The Museum's Shuttle Fleet pose at Blackhawk Station during the Stearns Road bicycle bridge and path opening ceremonies. A number of riders enjoyed the scenic ride to the special stop set up at Coleman Yard.



Fred Lonnes

Kane County Forest Preserve volunteer mans the welcome table at the Jon Duerr Forest Preserve pavilion. The Forest Preserve had a number of interactive displays along the path to Stearns Road.

Member Activities



Joe Hazinski

Three cars at the ready at Blackhawk station in the Jon J. Duerr Forest Preserve on Members Day September 24th. AE&FR 304 leads CA&E 458 followed by CA&E 20. Oh the history! If these cars could talk.



Don MacCorquodale's HO trolley demonstration layout is place in front of the museum's crossing light signal at the Fox Valley NMRA High Wheeler 2011 train show at Harper College in Palatine on March 6th.

Joe Hazinski



Joe Hazinski

On September 24th Members Day organizer *Patrick Storm* addresses the members as to the day's activities and safety procedures.



Joe Hazinski

Part of the gathering for Members Day 2011 listening as the events of the day are explained.

Member Activities



Joe Hazinski



Joe Hazinski

The first and the last gather at Coleman Yard on Members Day 2011. CA&E 20 was part of the first order of cars for the predecessor Aurora, Elgin and Chicago in 1902 and CA&E 458 was part of the last order received in 1945. They served together until 1957 and are now reunited at the Fox River Trolley Museum in 2011.

Following work on the air brake system AE&FR 5 returns to its old stomping grounds, the center track in Coleman Yard during Members Day 2011. See more photos of the brake work elsewhere in this issue.

Frank Reese, 1917-2011

Frank D., Reese, 93, formerly of Erie, died July 19th in Lyons, NY. Born in Cortland, NY, December 8, 1917, he was the son of Frank D. and Ann Collins Reese. He was a graduate of the Loomis School and earned a degree in Mechanical Engineering from Cornell University in 1939 before joining General Telephone of PA. He served in the Army Signal Corps 1942 to 1945 and rejoined General Telephone in 1945 as an Engineering Supervisor and in 1960 was elected President of GTE's Automatic Electric Laboratories, serving until 1974. He then joined North Pittsburgh Telephone Co. in Gibsonia PA, retiring as President and General Manager. Mr. Reese was a leader in the telephone industry, serving on the boards of the US Telephone Association and National Electronics Consortium and chaired committees for the Institute of Electrical and Electronic Engineers. Mr. Reese also supported the US Telecommunications Mission to the People's Republic of China in 1980.

Trains and trolleys were a life-long hobby. Mr. Reese was actively involved



Frank Reese in New Orleans 832.

in trolley restorations and operations at the Fox River Trolley Museum in South Elgin, IL in the 1970's and more recently at the Pennsylvania Trolley Museum in Washington, PA. While living in Erie, Mr. Reese was a docent on the Flagship Niagara at the Maritime Museum.

He was preceded in death by his wife of 63 years, Janice Painter Reese,

of Erie, in 2010.

Surviving are 3 sons: Frank Reese III (Elizabeth), Darien, CT, Charles Reese, Madison, CT and Robert Reese (Robin), Lyons, NY and 4 grandchildren: F. DeWitt, Jane O., Andrew and Thomas Reese. He is also survived by 2 brothers-in-law: Robert (Martha) and Douglas (Joanne) Painter.



Joe Hazinski

As an all Aurora Elgin & Fox River Electric Company equipment photo one sees interurban car 304, first delivered in 1924 showing her repaired #1 end and new pilot of 2011, side by side with GE diesel locomotive 5, delivered in 1946 posed on the Southern portion of Illinois's newest trolley line, the Blackhawk extension opened in 2002.

Maintenance of Way and Buildings

Right: The Castlemuir soda shed-crew locker was primed and repainted. On May 30th *Grant Harrison* is seen applying the finish coat.

Below: The annual spraying of the right-of-way was done by Weedpatch on August 1st with member *Patrick Storm* acting as pilot. Here we see the high-rail spray truck heading South from Woodcliff.

Below, right: At such places like Coleman Yard and the Castlemuir museum site hand spraying is done with a hose to get around cars and equipment. Switch 54 is getting the treatment after the track material was sprayed near the Maintenance-of-Way shed.



Joe Hazinski



Joe Hazinski



Joe Hazinski

Substation Upgrade



Left: With *Chuck Galitz* at the controls of the Case tractor a new transformer is guided into the sub station doorway by *Bill Minerly* as *Jim Gonyo* looks on in April 11th, 2011. This transformer will better serve our 600 volt DC power needs.

Below, left: It was a tight fit but with the transformer on machinery dollies, *Jim Gonyo* and *Ralph Taylor* on the outside assisting *Bill Minerly* and *Chuck Galitz* on the inside, the final movement and positioning inside is underway.

Below: Once the transformer was in place *Chuck Galitz* started installing the conduit for the wiring so that the sub station can go back on line. Through everyone's efforts traction power was available for inspection work, crew qualification and, of course, opening day on May 8th.

Joe Hazinski



Joe Hazinski



Joe Hazinski

Pumpkin Trolley



Joe Hazinski

The Pumpkin Patch is in full swing at Coleman Yard on October 9th as youngsters choose their pumpkin before boarding CA&E 20 to return to Castlemuir.

Sometimes it is hard to tell who is more excited, the children with their pumpkins or their parents and/or grandparents taking pictures of them at the Pumpkin Patch in the middle of Coleman Yard.



Joe Hazinski



Joe Hazinski



Joe Hazinski

Member **Ed Tredup** has once again decorated his back yard at Woodcliff for Halloween to the delight of our Pumpkin Patch Trolley riders and bicycle path users.

After a trip back from the Pumpkin Patch on CNS&M 715 crew members **Jim Gonyo** and **Bill Minerly** hand out Halloween candy to our young patrons.

Halloween Hiawatha



Joe Hazinski

Crew members *Sandy Solinski* and *Dan Kelly* collect tickets from passengers in CTA 45 on their way to Blackhawk (Jon J. Duerr Forest Preserve) for Halloween Hiawatha Ghost Stories October 30th.

Because of the rain on October 30th our professional story teller wove her tales in front of the fire place in the Jon J. Duerr Forest Preserve pavilion instead of around a camp fire.



Joe Hazinski

Donald MacBean, 1928-2011

Donald Alexander MacBean was a longtime volunteer with the Fox River Trolley Association, which operates a railroad museum in South Elgin. He was part of the group that in 1959 began the effort of starting the Fox River Trolley Museum, which opened in 1966.

After retiring, Don returned to volunteering at the Fox River Trolley Museum. He was a motorman on vintage trolleys, punched passengers' tickets, edited the museum's newsletter and handled community relations. Don became the face of the museum within the community. He was instrumental in those relationships. In addition Don spent countless hours reaching out to other community groups in his role as an ambassador for the trolley museum, and he was pleased when the museum secured funding to build an extension line south from the museum into the Jon Duerr Forest Preserve. The extension opened in 2002.

"The whole idea was to connect prairie restoration with preserving history and giving people another avenue to get into the park," Mr. MacBean said in 2002.

A resident of Wheaton for 45 years,

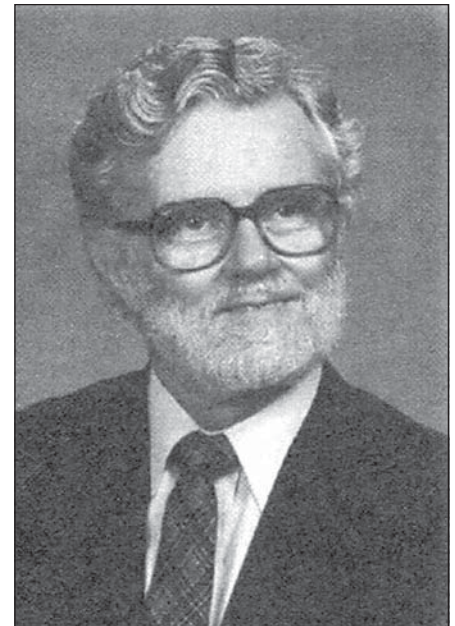
Mr. MacBean, 83, died of complications from kidney failure Friday, Dec. 23, at Edward Hospital in Naperville. He had been in poor health since undergoing heart bypass surgery about a year ago.

Don grew up in Glen Ellyn and graduated from Glenbard High School in 1946. He was a fan of railroads from an early age and worked during summers for the Chicago Aurora and Elgin interurban railroad that passed through downtown Glen Ellyn.

"I was up on a platform at an intersection, and when a train came, I got down and manually lowered the crossing gates," he told the Tribune in 2002. "And they pulled me sometimes from that job to work as a soda jerk at the Wheaton and Aurora stations."

During college, Don worked for the Chicago & North Western Railway as a tour guide, leading passengers on tours through Yellowstone National Park and the north rim of the Grand Canyon.

After receiving a bachelor's degree in history and economics from Iowa Wesleyan College in 1950, Mr. MacBean worked briefly as a schoolteacher, before returning to the Chicago area and taking a job at the Chicago & North Western. He



remained with the C&NW for 22 years, working in the railroad's Damage Prevention Department.

From 1975 until 1979, Mr. MacBean was on the staff of Wheaton College in its data processing department, and he held a similar role at National-Louis University from 1981 until he retired in 1990.

He also was very active in Wheaton Bible Church, where he led high school and college programs for many years.



Joe Hazinski

Between ghost stories our visitors were treated to hot chocolate and s'mores that they made themselves at the fire place. Our volunteers spend a lot of effort in transporting the benches from the museum to Blackhawk and back every year for this event and this season Joe Solinski re-stained them to keep them in good condition.

WINDSTORM: Work, Work, Work!

Another windstorm visited the Fox Valley on Monday July 11, 2011 leaving the usual power outages and trees down in its wake. The reports started coming in of tree branches down along the museum line, and this time of a line pole at the end of track on the DeYoung Spur! Thursday

morning was my first chance to go out and have a look see.

The results of the big blow were a large tree branch down south of Ward's Bridge broken off from above and laying across the feeder cable and trolley wire, causing both to sag down. I tried to clear

it with the pruning saw, but the saw is bound up. Have the saw at home to repair now. Does anyone know where the shoulder strap for it is? Then I took my

Setting up to remove retired line pole toppled over by wind storm on DeYoung Spur. In a reversal of roles, the trolley wire is supporting the old line pole.



Joe Hazinski

chain saw and cut what I could reach and made a hole for the Motorcar to go through.

In a couple of more places between there and the Canadian National bridge there were branches down that I was able to clear off of the track, but some trimming would have to be done for the cars to get through. And yes, a pole was leaning on trolley wire on DeYoung Spur. This was a retired pole on the west side near the end of the spur, no longer

Picking up the line pole off of the trolley wire and lowering it to the ground. It's dark now, but that also meant that the day was cooling off.

supporting anything, but which snapped off at the base in the storm and now was being held up by the trolley wire that it fell on.

The rest of the line to Blackhawk was found to be OK, and I carded the DC Line Disconnects in the substation out of service. Then formulated a plan of attack for Saturday morning when the Track Gang could be reassigned to Tree Gang. Hopefully enough debris could be cleaned up to start museum operations just an hour or two late. Then remove the wayward line pole in the afternoon since that portion of track wasn't in use. Little

did I know that it would take 3 days to accomplish the task.

Initially things went well on Saturday. Joining me were several members of the museum Track Gang. We managed to take care of the worst tree offenders and some brush, before heading back for lunch and letting car operation start. On the way back though {as those of you who were there know} a wood block used for the bucket lift outrigger slid off and under the bucket lift cart. Did it just lay there? NO, it caught a tie, stood up on end just as the

(Continued on page 24)



Joe Hazinski

WINDSTORM: Work, Work, Work!



Chris Nelson

Earlier in the project, **Chuck Galitz** cuts down a tree limb that was resting on the trolley wire, seen across the middle of the picture, and the feeder cable hidden by the leaves behind the bucket lift.

(Continued from page 23)

cart went over to lift and derail the bucket lift cart. The rest of Saturday was spent rescuing the bucket lift and cart so the trains could run.

Sunday was spent {besides melting in the heat} repairing a broken hydraulic line and doing some other maintenance on the bucket lift. Then came preparing everything for another attack on the pole down at DeYoung.

Now Monday was the day to slay the monster. Could we just load up the tools and head on down the line? Again NO! After assembling and loading everything needed again, the motorcar died once more. It had been doing this off and on, but now was definitely an off day for it. Investigation lead to fuel line problems again that required taking the line apart again to clean out some goo in the valve

at the bottom of the tank, and getting a new fuel filter which was also fouled with goo. {Hey motorcar operators, the valve isn't gone now, just on the other side after reinstalling it.}

Soooo, just run over to the NAPA store and get a filter, Right? WRONG! "Out of stock, but we can order it for tomorrow if you like." The look on my face apparently let him know that I didn't like. "Wait a minute, let me see, yeah, there's one out at Elburn if you want to go out there." Yes, Yes, Thank You, and I was gone.

Got to Elburn just 2 minutes before closing at 6pm. {Note: Bolcum Road was closed for bridge repair, another detour!} The clerk had her purse on the counter ready to go home. Thankfully she's one to actually wait and run out the clock, and so locked the door behind me and my new filter. Back to the museum, put the fuel

line all back together and bled the system, it purrs like a tiger now.

OK, here we go finally. At least with the sun going down behind the trees, past 7pm now, we now have some shade, much desired when it's 90 something degrees. Get to the pole, rest, set up, rest, cut off a couple pieces of the pole too far over the trolley wire, rest, lower what's left down to the ground, rest, and pack up. Return to the museum to put everything away, rest, and still left before Midnight, an early quit! {In Chuck Time anyway.}

Thanks to All who helped along the way, and especially Joe Hazinski who on Monday after his scheduled work for the day, instead of going home, came along to help out and also maintained a health and sanity watch over me.

Chuck Galitz, Chief Lineman