

# FOX RIVER LINES

m a g a z i n e

official publication of the  
FOX RIVER TROLLEY MUSEUM



Come ride with us!

ISSUE 10-4 ■ WINTER 2010

news from  
**UNDER  
the wire**

## RECENT FOX RIVER LINE HAPPENINGS

news from  
**UNDER  
the wire**



Joe Hazinski

## Car Department Activities in 2010

The "Polar Express" at the North Pole (Castlemuir) while Santa and Mrs. Claus talk to the children and distribute a small gift.

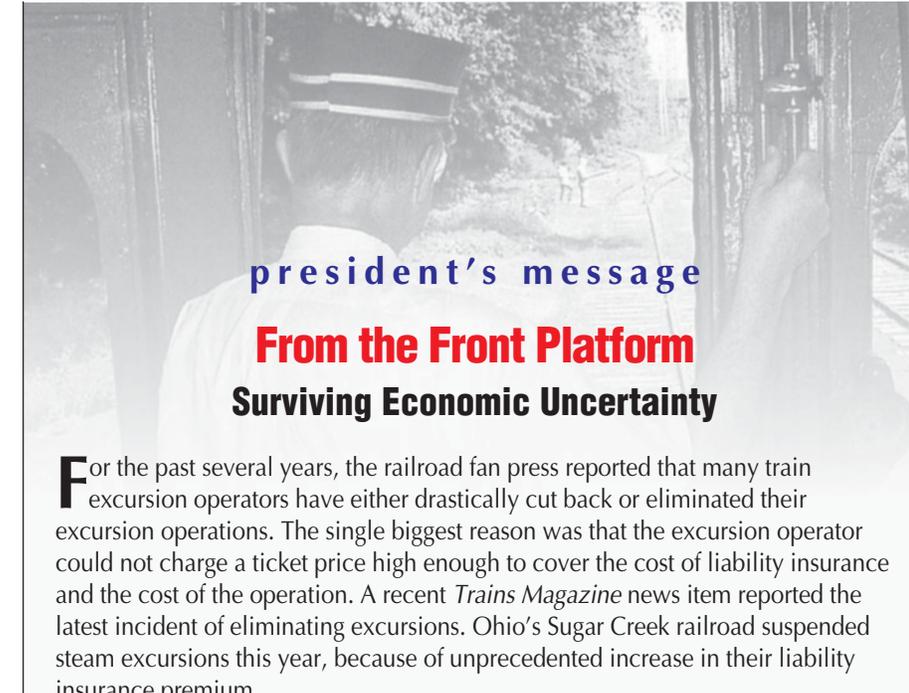
In 2010 a new approach to car work was instituted. Individual unit "Action Plans" have been developed for almost all pieces of rolling stock and the final of appointing "Project Managers" for each piece of equipment was instituted. This process was very helpful in the development of the Car Department budget this cycle. Action Plans are considered guidelines of what is to be done for each piece of rolling stock. In some cases the action at this time may only be evaluation and in other cases future activities have been noted for implementation at a future date. The Action Plan document is a fluid document which will change as circumstances dictate. The appointment of a Project Manager will establish the person is the primary contact and manager of work done on a piece of equipment.

AE&FR 5 - *Chuck Galitz* noted that the locomotive continued to have it ailments and at this time is only available for switching and track projects as it is not ready to be used in passenger service with the caboose. The locomotive was out

during Trolley Fest when the prime mover shut down on the last day, Chuck was able to get it running by changing out the fuel filter and cleaning the fuel pump screen thus making the locomotive available for limited operations.

AE&FR 304 - Work started on recovering the seat cushions (bottoms) after *Fred Lonnes* purchased the necessary upholstery material and worked with Joe Solinski to get started on this project. Joe was able to work on the seats during weekday evenings. As of Sunday March 21<sup>st</sup> all the seat cushions in the car have been completed. Fred also developed a technique to remove the lens to access the light bulbs in the early PCC style fixtures that Shaker Heights Rapid Transit installed in the car. The lights will be tested once 600 volt DC power can be routed to the car. The availability of these unique 1.6 amp 30 volt bulbs is in question as it appears they are no longer made due to the minimal demand. There is a move a foot in the museum

(Continued on page 3)



## president's message

### From the Front Platform Surviving Economic Uncertainty

For the past several years, the railroad fan press reported that many train excursion operators have either drastically cut back or eliminated their excursion operations. The single biggest reason was that the excursion operator could not charge a ticket price high enough to cover the cost of liability insurance and the cost of the operation. A recent *Trains Magazine* news item reported the latest incident of eliminating excursions. Ohio's Sugar Creek railroad suspended steam excursions this year, because of unprecedented increase in their liability insurance premium.

Rail Museums, such as ours, have also recently faced significant increases in the cost of liability coverage. First, our previous carrier stopped doing business in Illinois. This caused us to seek a new carrier and select one with the best price and benefits. However, there was a cost. Despite the fact that in 38 seasons of operation, the Museum has never had a claim filed against our policy, our insurance premiums went from a budgeted amount of \$7,500 (based on last years insurance payments plus a cost increase factor) to a total of just over \$18,000 - a 140% increase! Needless to say, this called for some adjustments in our budget and planned improvements for the 2003 season.

The knee jerk reaction is to blame it on lack of competition or on 9/11 or the high dollar value of insurance settlements. But, even though 9/11 required substantial claim settlements, and many other settlements seem quite high to people, this is not the major reason for such substantial increases in the Museum's premiums. Although a complete analysis of the complex issues facing the insurance industry would take many, many pages to review, the major issue facing insurance carriers and underwriters and the reason that our premiums sky rocketed is the poor performance of the stock market and the low interest rates on fixed income investments. Insurance companies invest the money from premiums to generate income to pay claims, provide a cash reserve and provide a return to their stockholders. None of these investments generates much income today. That leaves premiums as the only available source of income to replace the income lost from investments. Consequently, we and everyone else see substantial increases.

What can our Museum do? Continue to run one of the safest operations in the United States; ask our friends and members for assistance in supporting our 2003 season improvements; and look forward to the economic recovery we need.

**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.*

# FOX RIVER TROLLEY ASSOCIATION, INC.

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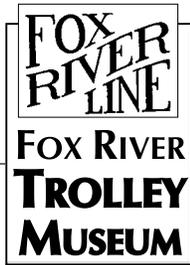
# Museum Financials 2010

## CASH INCOME 2010

Dues .....	\$6,300
Donations .....	\$25,126
Miscellaneous Income .....	\$11,026
Store Sales .....	\$6,732
Ticket Sales .....	\$96,609
<b>TOTAL CASH INCOME .....</b>	<b>\$145,793</b>

## CASH EXPENSES 2010

Administration	
{phone, bank fees, insurance, professional fees, taxes, rent} .....	\$42,325
Car Maintenance	
{lubricants, parts, repairs, restorations} .....	\$21,942
Electricity .....	\$4,099
Facilities Maintenance	
{property upkeep, waste disposal} .....	\$3,005
Member & Museum Services	
{memberships, advertising, publications, web site, archives, operations, community relations, development} .....	\$36,159
Store Stock .....	\$1,446
Track Maintenance .....	\$3,078
<b>TOTAL CASH EXPENSES .....</b>	<b>\$112,054</b>



## 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

(Continued from page 1)

community and the San Francisco MUNI to develop a source of alternative bulbs. Besides the lighting in 304, CRT 5001 uses this type of bulb. The other light circuits – motorman's area and markers — have been figured out and some additional markings will be placed on or near switches on the #2 end. Colored lenses inside the lens housing are frozen in place, these must to be freed up in order to change marker designations. Another improvement to the car is an addition of a stinger bug system on the #1 end of the car. An upgraded stinger pole and cable is now available and the car can be powered up for work and to move the car out of the Barn. Stop blocks have been made up and installed on the rails which will prevent the car from striking CCRY Mail Car 6. A correct headlight has been restored for use on this car but the proper light bulb has yet to be located that will work with the resistance mounted under the car. The car was operated for donors and then the general public on both days of the August Trolley Fest. Additional work is required on the double stream doors and air system.

Through the generous donation by *Kustom Seating Unlimited, Inc.* all the seat backs plus the three spares were removed and re-upholstered at no cost to the museum for either labor or material. Recognition plates for *Kustom Seating* were installed along with special car cards in the advertising holders. While the seat backs were out for the re-upholstering the floor and seat pedestals were repainted. Our neighbor, Leo Metz made up a replacement piece of sheet metal trim for the #1 end of the car. This body work and the reinstallation of the seats were done in time for Trolleyfest on August 21<sup>st</sup> and 22<sup>nd</sup>.

*Fred Crissey* assembled and submitted an application to *Trains Magazine* for their annual \$10,000 grant competition. However our application for the grant was unsuccessful with the Center for Railroad Photography winning this year. The next step in restoration of the car will be to address the issues of both ends and reconfigure and repaint them to AE&FR practice. Movement

(Continued on page 4)

## FOX RIVER LINES STAFF

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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.

## Car Department

(Continued from page 3)

of the retrievers will facilitate their monitoring when going through the Coleman Yard and DeYoung Junction overhead.

**CA&E 458** – The initial activity on this car was to seal the roof to preclude water infiltration. After repairs to the roof canvas were made a primer and finish coat of Asphalted Compound was applied. The roof has been recoated through the efforts of *Fred Lonnes, Ed Konecki, Art Lemke* and *Chris Nelson*. In addition efforts were started to fabricate missing underbody equipment covers. The newly fabricated covers were fitted and installed in June.

The interior upholstery and floor covering need to be replaced to make the car suitable for public operation. This is major effort and expense will be required before we can use this car for public operation.

In May work was concentrated on conservation and component repair/replacement. Missing air brake parts have been cleaned and reinstalled followed by a low pressure test for leaks. The air compressor was found to have a defective field coil and the process has started to find a replacement. A newly manufactured coil for the air compressor, donated by *Swiger Coil Systems*, was installed making the compressor work properly. The motor-generator controls were found to have missing components and a revised scheme has been designed and tested allowing the M-G to function and charge the batteries. The defective #1 end brake valve has been exchanged for one in stock. Both portions of the Universal valve system have been installed and cleaned twice. The feed valve was cleaned and readjusted twice. The governor on the car was found to be defective with a broken ring and one from stock was substituted and adjusted to the proper cut-in and cut-out pressures. A missing interior light fixture was installed and burned out bulbs installed making the interior lights complete. The one missing grab iron has been reinstalled on the car and priming and painting of underbody



Don MacBean

**The Halloween Haunted Ghost Story train (CNS&M 715) properly carries guests to the Jon Duerr Forest Preserve (Blackhawk Station) where a roaring fire, stories and “Smores” and hot chocolate await them.**



Don MacBean

**Chilling stories hold participants spell bound around the campfire.**

components was started. One trolley base was made complete by salvaging a spring from the other as these springs are no longer available. Two additional bases arrived courtesy of the Shore Line Trolley Museum and both poles, hooks, retrievers and lighting arrestor have been installed on the roof boards. After getting the air system to work properly there will be more inspections and testing as progress is made towards the goal of making the car run by the end of the year. The headlight that came with the car was found not to operate. A burned out headlight resistor coil was found and replaced with one rebuilt by *Ralph Taylor*; however the bulb was found to be burned out and the headlight remains inoperable.

On Saturday October 30<sup>th</sup>, 2010 the car achieved its goal of operating under its own power when, motored by *Fred Lonnes* with assistance of *Joe Solinski* and *Ralph Taylor* along with passengers *Don*

*MacBean* and *Laura Taylor*, it made a successful first trip to Blackhawk and return. *Joe Solinski* has taken on the task of cleaning and painting the undercar equipment and steps.

Project Manager *Fred Lonnes* has been assisted by *Joe Hazinski, Ed Konecki, Joe Solinski, Chris Nelson, Art Lemke* and *Pat Storm*.

**CTA 40-43-45** - During the late hours of May 6<sup>th</sup> & early May 7<sup>th</sup> all three of these cars were attacked by Aprofessional@ graffiti vandals with multiple spray cans and step ladders creating well done but totally unacceptable illustrations on each of the cars. Only one glove was found as they took all their tools and paint with them. The incident was immediately reported to the South Elgin Police Department by *Don MacBean* who discovered the incident on Friday morning after attending a local meeting. The following members pitched



Don MacBean

The stories are followed by a group sing along adding to the fun of the evening.



Don MacBean

Leo Metz, a Museum neighbor, and Joe Hazinski worked long and hard over a period of a year to make the oil burning stove in IC caboose number 9648 workable so that Santa and Mrs. Claus would have a warm place to get ready for their roles and to wait for the "Polar Express."



Don MacBean

Hot chocolate and "smores" are served from this attractively decorated tables in Shelter #1.



Don MacBean

Joe Hazinski and Leo pose for a "congratulations" picture on successfully completing the work on the stove.

in on Saturday removing 97% of the markings. The museum owes a debt of gratitude to *Ed Konecki, Fred Lonnes, Bill Minerly, Art Lemke, Doug Rundell* and *Joe Solinski* who responded to the call and cleaned the offending paint from the cars. Fortunately no photos have emerged in the public domain to Areward@ the offenders but we have photos on file with the Police should the actors with the same style strike again or at another location.

**CTA 40** - When the cars were moved during the Spring switching it was determined that Car 40 was not motoring. An inspection by *Fred Lonnes* revealed that some resistance ribbons on the accelerator had failed. Fortunately we have spares on hand and through the efforts of *Chuck Galitz* and *Joe Hazinski* they were replaced.

It was discovered that the #4 parking brake was not functioning. It appears that the actuator was stuck but is now freed.

The brakes have been adjusted so the car should not drift anymore. Thanks to *Fred Lonnes* and *Joe Solinski* for their efforts.

**CTA 43**- The parking brakes have been tightened up so that the car will no longer drift. Painting over the remaining vestiges of the graffiti was completed and the cracked cab window at the #2 end was replaced. *Joe Solinski* and *Joe Hazinski* did these projects.

*Ralph Taylor* added a 600 volt power plug to the #2 (North) end so that the car could be used on either end of Car 40. The carbons in the trolley shoes were changed, one trolley base adjusted and *Joe Solinski* repaired the #2 (North) end wiper where a roll pin snapped.

**CTA 45** - Work has started on replacing the trolley boards on this car. The trolley boards that were on the car were so rotted that they could not be salvaged. A missing metal saddle bracket has been fabricated and installed as well as all

existing brackets have been checked, caulked and re-riveted as needed. All the trolley boards have been replaced, all saddles re-caulked, shunts applied to the trolley bus bases that came with car, correct trolley hooks installed, a lightning arrester installed along with a fuse box, safety chains applied to both ends. By the end of June, the car was able to be moved under its own power. A number of details were attended to make the car ready for service. The additional work included painting the roof boards, installation of rubber protective mats on the end of the roof and installing trolley rope guards. In addition *Joe Solinski* and *Joe Hazinski* adjusted the brakes, tested the 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. Also it was found that the

(Continued on page 6)



Joe Hazinski

Santa and Mrs. Claus readying to board "Santa's Trolley at the North Pole."



Don MacBean

Castlemuir becomes "North Pole" as seen here with additional candy cane decorations.



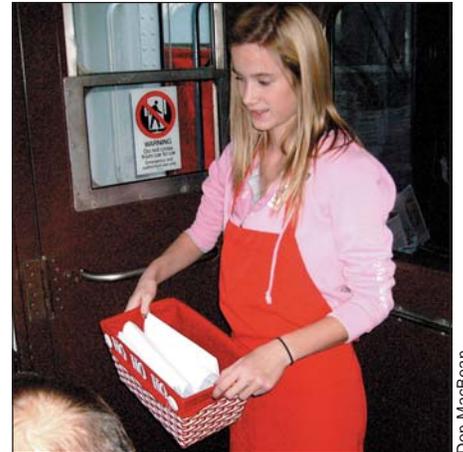
Don MacBean

The Main Line platform is fully decorated including a baggage cart loaded with gifts.



Don MacBean

Fred Lonnes contributed the signage for the "Polar Express."



Don MacBean

High school students from the area assist in the distribution of cookies and hot chocolate to our guests on "Santa's Trolley." Santa's Trolley was a 2010 experiment to determine the "draw." A different story was read - "The Night Before Christmas."

## Car Department

(Continued from page 5)

emergency light relay was not functioning and that all the emergency bulbs were burned out. One was located in stock and replaced as well as replacement bulbs which were installed and tested by *Joe Hazinski* and *Chuck Galitz*. Finally all four traction motors were inspected. When setting up the "Polar Express" sound system it was noted that the M-G seemed 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. Adjustment was made with a 3 pound sledge hammer and pry bar to resolved the issue.

It must be noted that *Joe and Sandy Solinski* have expended a lot of effort in cleaning up the windows and interiors of all 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.

CTA L-202 - Through the efforts headed up by *Ralph Taylor* and *Grant Harrison* the traction motors were removed from the trucks with a rented crane loaded onto the L & S Electric Company truck and then transported to the L & S motor repair shop in Wisconsin.

*Ralph Taylor*, *Jim Gonyo* and *Joe Hazinski* have made one visit to L & S Electric in Sturtevant, Wisconsin to inspect the first motor to be disassembled. To keep costs down, work on these motors will be "fill in" work and currently the motor shop is busy with jobs from the usual Springtime overhaul cycle

of other customers. The plan is to have all four motors completed, tested, returned and installed by September 2010 so that the Board can be assured that the locomotive will be available for the return of the popular "Caboose Days" operations in 2011.

*Ralph Taylor* and *Grant Harrison* have continued their efforts on the locomotive. The damaged braces have been removed for repair and all bolts on the body bolsters have been checked during which it was determined that all the bolts on the south bolster needed replacement which has been done. They have now started on cleaning and de-rusting the under frame and applying primer. Efforts continue to degrease and prime the #1 end (North) truck.

*Ralph Taylor* reported that L & S Electric has been very busy with other work and has not had a chance to work on our traction motors. Unfortunately it has been reported to the Superintendent that L & S Electric will be unable to start work



Joe Hazinski

**The mainline platform continued as the event went through various decoration iterations - Courtesy of Lisa Hendrickson and Luke Helm.**



Leo Metz

**Stan Nettis assists Santa and Mrs. Claus as they disembark the "Santa's Trolley" after entertaining our enthusiastic guests.**

on the traction motors until the Fall meaning that they will be unavailable for installation until at least the Spring of 2011 thus the locomotive can not be counted on for caboose train service next season.

CTA 4451 - Don MacCorquodale will be installing the replacement door edge and discussions of the work necessary to the various pneumatic door motors have ensued. On Monday May 31<sup>st</sup> it was noted that the tack rail at the bottom of the West side of the car roof has rotted away. A special repair method has to be devised to replace this necessary wood before the roof canvas is torn away by the wind. Unfortunately we can not engage in another re-roofing project at this time.

Jim Gonyo has made emergency repairs to the West side roof where the tack molding has rotted away. The car was made available for service and hopefully some addition work will be

done on the doors and door motors to ease operation. Packing cups for the cylinders in the door motors are on hand and the Project Manager has been provided with information on the door closing system.

Thanks to Janet Gonyo for cleaning the windows on the car thus making it more presentable for the public.

CTA 4103 - Bob Hillman reports that it was his intention to prime the exterior below the roof line by the end of the season. He has completed priming the lower portions of the car and will start on the ends followed by the window posts and letter boards. The hot and humid weather has prevented him from making much more progress. The roof will be a 2011 phase of the exterior stabilization.

CTA 6101 - Through the efforts of Jake Meckley, a neighbor of Matt Del Giudice the missing headlight ring has been reinstalled on the car.

CNS&M 715 - Ralph Taylor has made arrangements to fund and see to the repair of the eleven seat cushions which absolutely need repair. Dan Zedan has agreed to fund and seek additional financial support to complete all the cushions this year. Evaluation of the seat backs and exploration of a vendor to redo these more complex parts will be done so that such work can be done off season. This work is in compliance with the Action Plan set up for this car. Ralph Taylor engaged Jessen Upholstery of Lisle to recover the eleven most seriously worn seat cushions and with funds provided by Dan Zedan, the additional eighty (80) yards of material needed to recover the remaining seat cushions and seat backs has been ordered. Dan has also established a fund raising project to pay for the additional work to recover the cushions and seat backs during the next off season.

Ralph Taylor and Jim Gonyo repainted the covers on the underbody control equipment.

The #1 end motorman's side cab door finally failed and the car had to be taken out of service. The remaining spare door has been temporarily used to replace it (this door does not have a drop sash) until an original door can be rebuilt by Ralph Taylor. Hopefully this rebuilt door will be available before the end of the season. Grant Harrison, Pat Storm and Doug Rundell assisted Ralph Taylor with the installation and fitting process during several sessions.

The car with its temporary door has remained in service through the end of the 2010 season. Efforts for removing seat backs and cushions for re-upholstery have to be coordinated around the Polar Express activities so that the car can be ready for service in 2011.

CNS&M 756 -Most of the remaining original tongue and groove roof boards have been removed along with the wooden carlines and horsehair insulation by Ralph Taylor, Grant Harrison and Jim Tarbet in two sessions. A new tarp provided by Chuck Galitz has been installed on the car as the year-old blue tarp failed.

Because of other projects within the museum and non-museum issues

(Continued on page 8)

## Car Department

(Continued from page 7)

affecting the volunteers involved no work has been done other than maintaining the canvas protection over the car.

**CSS&SB 7** - Pat Storm primed and painted the orange the South end of the car and has started priming on the East side.

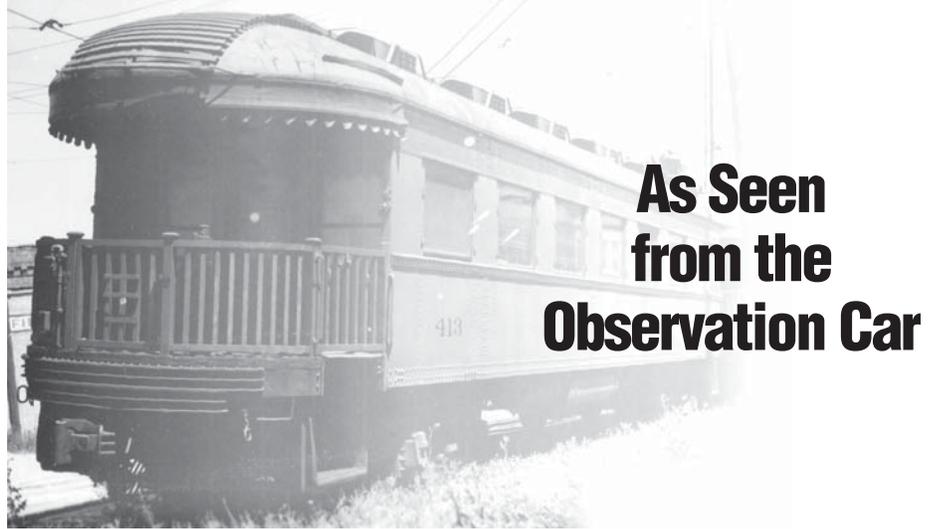
**IC 9648** - This season saw work on the floor which has failed mainly in the cupola area. As last year work will be done in such a manner as to keep the car available to the public as much as possible.

Our neighbor, Leo Metz has fabricated a new oil burner pot for the stove in the caboose stove. It is a work of stainless steel art and it is planned to fit it into the stove and test it.

Doug Rundell assembled the materials necessary to replace the rotted floor in this popular car. The caboose was closed to the public on September 18<sup>th</sup> and temporary supporting beams put in place to raise the cupola platforms up off the floor in the area to be reworked. A lot of effort has gone into replacing 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. By November 19<sup>th</sup> only painting of the floor and minor items remain for follow-up next year. A rotted sill on the West cupola window was replaced and caulked in an effort to stop rain water infiltration. The cap on the fuel tank filler was found to be missing and our neighbor Leo Metz made up a temporary cap.

On November 11<sup>th</sup> 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 worked! The caboose will once again be warmed by its own stove.

**Fred Lonnes and Joe Hazinski**



## As Seen from the Observation Car

### New Season - New Challenges

Spring has sprung, the track crew has been working hard putting mainline track south of stop 54 in shape before opening day. With the advent of an extended season in the fall due primarily to the operation of "POLAR EXPRESS" trains in December, the window of opportunity for track maintenance has been somewhat limited to the spring. See pictures page nn.

Each new season brings its challenges some still unresolved from the past and some new ones. In the opinion of the writer, the challenges fall into the area/grouping of being age related. And that category divides itself into two subgroups - people and artifacts.

Regarding the people grouping it subdivides also into two groups - young and old. The Museum has been favored in the past couple of years with the participation of a number of younger members - I guess 50 years old or less. Being over 70 I can say that. These people's contributions have been exemplified by commitment, hard work, long hours, willingness to learn, positive attitude, selflessness and team work. At looking around at the physical aspects of the Museum one can see the results of their efforts although their signatures are not on them . . . they are just there. The entire membership and our community owes them a great debt of gratitude and appreciation.

The other age sub-group is "mature adults" - those over 50 - that grouping established by marketing folks. The challenge here especially for those in the older group is to train, equip, instill a sense of heritage and history in the younger age group and to more effectively utilize their talents and abilities in the furtherance of the Museum's Mission.

The other sub-group is artifacts. Artifacts include not only the cars, tracks, power distribution and so forth but also books, papers, lanterns, headlights and memorabilia of all kinds. Meeting the challenges in this group has a mixed message. It might be more simply stated as "not fulfilling the mission of the organization" as a Museum as stated in our Mission Statement, Articles of Incorporation and By Laws. Our name is Fox River Trolley Museum. While progress has been made towards providing covering for more of our cars (Car barn extension) and we have acquired climate controlled space for papers and similar artifacts and the materials have been classified and stored adequately - the room for more artifacts is limited as is making them available to the public in not possible. I.e. we have not met that requirement of being a museum.

This is where the aspects of the "mature adults" sub-group join up with the "artifacts" sub group. The "mature adults" in the membership local area and distant are maturing faster and their "artifacts" are in need of a "museum" home This is a challenge.

Two other subgroups are also meeting up - young museum members and old cars young members and young members of the community and old cars much in need of hard work. This is a year of challenges . . . what is your response?

Comments invited. [dmacbrr@aol.com](mailto:dmacbrr@aol.com)

**Don MacBean**