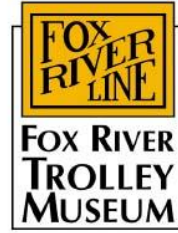


# FOX RIVER LINES

m a g a z i n e



Issue 06-3, Fall 2006

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## 2006 Track Fun with Roadmaster Ed Konecki



**Car 20 northbound at Wards Bridge.**

The goal of Track Fun is to provide learning opportunities for members and guests while preserving the oldest, continuously operating interurban railroad in the state of Illinois 110 years young this year!

The following is a summary of 2006 Track Fun to date as reported by *Roadmaster Ed Konecki*.

### **Track Fun Workdays, April 5 & 6: Inserting Ties**

Our first track work weekend was a great success. On Wednesday April 5 and Thursday April 6, the Maintenance of Way (MOW) Department distributed 90 ties along the railroad between Stop 54 and Stop 53. On Saturday and Sunday, we pulled and inserted 90 ties between Stop 54 and Stop 53. We also hand spiked 15 ties to assure gage in this segment. Working as a team, we have made great progress in taking care of our most important museum artifact - our railroad.

Thanks go to Museum members *Chuck Galitz* and *Ed Konecki* for their efforts on Wednesday and Thursday.

Thanks go to Museum members *Chris Nelson*, *Matt DelGuidice*, *Chuck Galitz*, and *Ed Konecki* for their efforts on Saturday. Thank you to Museum members *Chris Nelson*, *Matt DelGuidice*, *Chuck Galitz*, *Al Barker* and his grandson *Patrick*, *Bill Minerly* and his son *Jim*, and *Ed Konecki*, for their efforts on Sunday. A special thank you to Illinois Railway Museum Roadmaster *Tom Hunter* and his track crew, *Frank DeVries* and *Adam Robillard*, for their efforts and help on Sunday.

### **Track Fun Workday, April 15: Centering & Plating Ties**

Our second track work weekend (only 1 day due to the Holiday) was super. On Saturday, we centered and plated all ties. We then set all spikes on the east rail following up with gauging the track and setting all spikes on the west rail. Enthusiasm ran high, so some of the spike setters drove the spikes all the way down.

Thanks go to Museum members *Chris Nelson*, *Joe Chmura*, *Fred Lonnes*, *Matt DelGuidice*, *Luke Helm*, *Mike Tyl*, *Stan Nettis*, *Patrick Storm* (Al Barker's grandson), and *Ed Konecki* for their efforts on Saturday.

### **Track Fun Workdays, April 22 & 23: Preparation for Tamping**

Our third track work weekend was a bit light on attendance, but we got a lot accomplished; most of which was preparation for tamping. On Saturday, in the work zone between stop 54 and stop 53, we used CTA 4451 as an air source and spiked down all the set spikes from the previous weekend. In

addition, repairs to our AT&SF A3 motorcar were made so that the unit is again operational. On Sunday, in the work zone between stop 54 and stop 53, we concentrated on taking out a "high" rail joint on the east rail and then spent the remainder of the day addressing a couple of lateral alignment problems. The Track Team used the AT&SF motorcar, and it ran well. It is still very rough with the transmission. In addition, prior to the weekend on Thursday, April 20, two kegs of spikes were delivered to the MOW building (we ran out from the tie project). Also, that Thursday, the AT&SF motorcar carburetor was removed for repair.

For Saturday, thanks go to Museum members *Chris Nelson, Rich Chapas, and Ed Konecki* for their efforts. For Sunday, thanks go to Museum members *Chris Nelson, Joe Chmura, Bill Minerly's son Jim Minerly, and Ed Konecki* for their efforts. Also, a special thank you goes to Riverside and Great Northern member, Frank Riccardi, for his help. Frank enjoyed the break from 15 in. gauge to 56-1/2 in. gauge track. For Thursday, thanks go to Museum members *Chuck Galitz and Rich Chapas* for their efforts.

### **Track Fun Workday, April 29: Using the Jackson Electric Tampers**

Our fourth track work weekend had great attendance. Because of you and your efforts, the Maintenance of Way department has gotten the mainline ready with two weeks to go before opening day on Sunday, May 14. On Saturday, we got a lot of tamping done using the Jackson Electric Tampers. A Jackson Electric Tamper consists of 4-vibrating shovels that help the tamper get the ballast under the ties. With the Jackson tampers, the track crew tamped from Switch 54 all the way down to just one pole north of Stop 53. In addition, we back filled and dressed about two thirds of the track between Switch 54 and Stop 53. We had to call it a day because of rain.



**Roadmaster Konecki's hard working crew take a break to pose with the Santa Fe gang car and the Museum's electric tie tamper. The tamper was another item acquired from the CA&E after abandonment. Seen here from left to right are Ed Konecki, Greg Runion, Jim Minerly, Matt DelGuidice, and Chris Nelson.**

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Our goal was to finish back filling ballast into the tie cribs and tamping the east and west rails with the Jackson Electric Tampers. Once this was done, the track was open to the Transportation Department.

For Saturday, thanks go to Museum members *Chris Nelson, Matt DelGuidice, Greg Runion, Bill Minerly's son Jim Minerly, Rich Chapas, Mike Tyl* and his friend *Jay Affleck, and Ed Konecki* for their efforts.

For Saturday, Museum Cleanup Day, Membership Secretary *Laura Taylor* provided a wonderful lunch to all volunteers who were out that day. A very special thanks goes to Laura for a wonderful lunch. For Sunday, thanks go to Museum member *Rich Chapas* for rescuing the Roadmaster's Maintenance of Way (MOW) Department clipboard from the rain. Ed was so pooped on Saturday that he left it outside the MOW building (along with his gloves) when he left the Museum.

### **Track Fun Workday, May 13: Back Filling the Tie Cribs**

Our fifth track work weekend was light on attendance, probably because of the threat of rain all day. But surprise, it did not rain until we started putting away the tools at 3:00 p.m. On Saturday, we finished back filling the tie cribs in the work area between Stop 54 and one pole north of Stop 53. The cribs are the spaces between the railroad ties. These spaces must be filled with ballast to prevent the ties from moving or skewing themselves. Technically, this is referred to as the tie is working. Once we had the cribs filled, we spent the rest of the day changing out old joint-bar bolts. In addition, our A3 Motor car received a new gas tank and fuel line.

For Saturday, thanks go to Museum members *Chris Nelson and Ed Konecki* for their efforts. Also, thanks go to Museum member *Rich Chapas* for donating and installing a new gas tank and fuel line on the MOW Department motorcar.

### **Track Fun Workday, May 27: Installing Guard rails on Ward's Bridge**

On Saturday, we installed the guard rails on Ward's bridge. The guard rails had been stored between stop 51 and stop 52 for many years. This work involved taking locomotive 73 and two push cars down the mainline

where we stopped to pick up the rails and put them on the push car. They were heavier than we thought, so we were fortunate enough that the tractor was available to help lift the rails onto the push cars. A quick trip north to Wards Bridge and then the rails were dropped on the bridge and spiked home. On Tuesday, we distributed a semi-load of CA-11 stone on Castlemuir track 2 starting at the tangent north of Switch 54 through Switch 21.

For Saturday, thanks go to Museum members *Chris Nelson*, *Chuck Galitz*, *Fred Lonnes* and *Ed Konecki* for their efforts.



**Ward's Bridge with new "guard rails" installed this summer. Picture is looking south.**



For Tuesday, thanks go to Museum Member *Chuck Galitz* for taking delivery of and distributing 22-1/2 tons of CA-11 stone along Track 2 at Castlemuir.

### **Track Fun Workday, Saturday, June 3: Jacking, Leveling, and Surfacing**

On Saturday, we jacked, leveled, and surfaced about 150 feet of track from just north of Switch 54 and into the tangent south of Switch 21. This work involved using jacks to lift the east rail. Then, using the Jackson Electric Tamping shovels, the CA-11 stone was tamped under the ties to provide firm support for the rail. Once the tamping was done, the jacks were removed and readied for relocation further north to continue the track leveling. This was fun work and makes a big difference in improving the quality of the ride for our visitors.

For Saturday, thanks go to Museum members *Chris Nelson, Al Barker, Rob Taylor, Fred Lonnes, and Ed Konecki* for their efforts.

### **Track Fun Workday, Saturday, June 10: More Jacking, Leveling, and Surfacing**

We jacked, leveled, and surfaced about 70 feet of track from the middle of the tangent south of Switch 21 into the points of Switch 21. As in the previous week, this work involved using jacks to lift the east rail. Then, using the Jackson Electric Tamping shovels, the CA-11 stone was tamped under the ties to provide firm support for the rail. Once the tamping was done, the jacks were removed and readied for relocation further north to continue the track leveling.

For Saturday, thanks go to Museum members *Chris Nelson, Al Barker, Patrick Storm* (Al Barker's grandson), and Ed Konecki for their efforts.

### **Track Fun Workday, Saturday, June 17: Hot, Hot, Hot!**

Our track work weekend in June was hot, hot, hot! It meant that turnout was very light, but we still did a good job. We jacked, leveled, and surfaced about 30 feet of track from the points of Switch 21 into guard rails of Switch 21. Again, this work involved using jacks to lift the east rail. Then, using the Jackson Electric Tamping shovels, the CA-11 stone was tamped under the ties to provide firm support for the rail. Once the tamping was done, the jacks were removed. Just as we had tamped up to the guard rails on Switch 21, the Jackson Tamper generator starting acting up, so it was necessary to shut the machine down just shy of completing the project. The tamper was sidelined temporarily, but the machine was

back up and running for the next project.

Thanks go to Museum members *Chris Nelson, Luke Helm, and Ed Konecki* for their efforts.

### **Track Fun Workday, Saturday, June 24: Centering & Plating Ties**

Our track work weekend (only one day due to the Holiday) was super. On Saturday, we centered and plated all ties. We then set all spikes on the east rail following up with gauging the track and setting all spikes on the west rail. Enthusiasm ran high, so some of the spike setters drove the spikes all the way down.

Thanks go to Museum members *Chris Nelson, Joe Chmura, Fred Lonnes, Matt DelGuidice, Luke Helm, Mike Tyl, Stan Nettis, Patrick Storm*), and *Ed Konecki* for their efforts on Saturday.



**Spring found Chris Nelson and Ed Konecki working hard on inserting and tamping ties. This year maintenance of way forces installed 180 ties.**

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## **Track Fun Workday, Saturday, July 8: Independence on Independence Day!**

Maintenance of Way Department took a break over the weekend before Independence Day (July 1 through 4) and resumed work on Saturday, July 8, with tie insertions on the mainline just north of Stop 53. The goal for the weekend was to pick up between 30 and 40 ties at Coleman and distribute them along the mainline from one pole north of Stop 53 and then south through stop 53 and beyond. These ties were for the summer time continuation of Project 1. After distributing the ties, work began on inserting them starting one pole north of stop 53.

Over the next two Saturdays, the Track Team installed 22 ties at the South end of the Coleman Siding. It was a great opportunity to learn how track is maintained using 1920's methods. The challenge of this project was to remove ties against an upward sloping hillside. This was a chance to learn how to safely use and identify the track tools used to maintain a 110-year-old railroad.

Because of the small number of people out on Saturday, it was not necessary to take the South end of the Coleman siding out of service. No bulletin was posted.

## **Fall Track Fun Momentum Building**

With the heat of July and August in past, Fall Track Fun was in the air. The next 2006 Track Fun workday was scheduled for Saturday, September 9. The weatherman said it would be a beautiful Saturday with a high of 74 degrees Fahrenheit and only a 30% chance of rain. It was a great way to enjoy the fall weather in South Elgin and take part in the Fall 2006 Track Fun Season.

Goal: Insert at least ten ties at Stop 53.

## **Track Fun Workday, Saturday September 9: Inserting Ties**

In the morning, Track Team member *Art Lemke and Ed Konecki* broke out the tools and wheeled down to Stop 53 to start inserting ties. Later in the morning, team members *Al Barker* and his grandson, Patrick Storm, joined us. By lunchtime, we had changed four ties. Al and Patrick had to leave at noon, so after lunch Art and Ed continued changing ties. Early afternoon, track team member *Chris Nelson* joined in so that by quitting time, we had changed eight ties; just two short of our goal of 10. What was neat about this Saturday was that it shows that any amount of time you can help out is most welcome. Three of the five people volunteering were only available



for four hours or less, but their contribution made a big difference.

Thanks go to Members *Al Barker, Ed Konecki, Art Lemke, Chris Nelson,* and Patrick Storm for a fun and enjoyable time keeping the best little railroad in Illinois in great shape.

A Track Bulletin was posted in the crew locker taking the South end of Coleman Siding out of Service from September 16 to September 30.

### **Track Fun Workday, Saturday September 16: The Maytag Repairman**

Like the Maytag repairman, Roadmaster *Ed Konecki* was pretty lonely at first. No one dropped by until Noon when Track Team member *Art Lemke* got away from morning chores to help out. In the morning Ed started up the A3 motorcar and performed an inspection of the railroad. The motorcar worked well thanks to the efforts of member *Rich Chapas*, but at times, the A3 is real rough at switching from reverse to forward. In the afternoon, Art and Ed had a lot of fun. Although the Museum is closed on Saturdays until October 14, we had a lot of visitors at Castlemuir. The Museum's Santa Fe Fairmont A3 motorcar and our two-car work train intrigued every visitor. Art and Ed demonstrated the work train to our visitors for almost an hour and a half. At about 2:45 p.m., they were able to get down to Coleman siding where they changed out three ties on the siding before quitting time.

Thanks go to Members *Art Lemke and Ed Konecki* for a fun time as we continue to keeping the best little demonstration railroad in Illinois in great shape.



**An integral part of our "track team" is "Casey Tractor" seen here**

**operated by Chuck Galitz as Chris Nelson and Ed Konecki observe.**

### **Track Fun Workday, Saturday September 23: Threatening Skies**

Despite threatening skies, in the morning work session, we were able to change five ties at the South end of Coleman siding. The track coming north off of the South Coleman switch started looking real nice.

After getting the five ties in, the Track Team took a lunch break, and then the sky opened up and poured. Consequently, we waited for the rain to break and then put all the tools away for the day.

Thanks go to Museum members *Art Lemke*, *Bill Molony*, *Chris Nelson*, and *Ed Konecki*. We had a great time in spite of the rain!

### **Track Fun Workday, Saturday, September 30: Special Guests**

The Track Team, along with some special surprise guests, installed ties in Coleman Siding. Come out and learn how track is maintained using 1920's methods. The challenge of this project was to work in two teams. One team removed and inserted ties while the other team used our air spiker and to nail the new ties down.

No Track Fun was scheduled for Saturday, October 7, since that was Member's Appreciation Day. However, members were reminded to mark their calendar for more track fun on Saturday, October 14 when attention was given to cleaning out the Stop 52 culvert.

### **Other projects for the 2006 Track Fun work weekends included:**

Track Inspection  
Joint Bar Maintenance  
Rail Bond Maintenance  
Switch clean out and lubrication

**Russ Friend, Ed Konecki**



## **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.



## **Directors and Managers**

### **What's the Difference**

The Fox River Trolley Museum has a board of directors and a management team. But often, there is confusion over the different roles that the directors and management team have in our organization.

To understand the different roles, lets quickly review how we select our Museums Directors, Officers, and Management Team. The Museums five Directors are elected by the Members and serve two year terms. We elect three Directors in even years and two Directors in odd years. After the election, the Annual Meeting of the Board occurs.

Here, the Directors elect, from among themselves, the officers. They then appoint the Management Team for the Museums five departments: operations, member services, museum services, car, and fixed plant. After the officers and management team is in place, the different jobs of the board and management come into play.

The job of the Museums Directors is to determine the Museum goals and policies; monitor the overall management of the Museum; evaluate the Museums programs against its purpose, mission, vision, and values; oversee the Museums financial management, and serve as the bridge between the Museum and the people who support and are served by the Museum. Our Board performs its job by adding and deleting Museum programs and projects, approving an operating budget recommended by the Management Team, setting the standards to measure Management Team performance, and approving contracts and purchases that lay outside the operating budget.

The job of the Management Team is to run the Museum. The Management Team does this by establishing operating procedures; developing and recommending to the board department budgets; implementing the budget through the execution of Museum programs, and reporting back to the Board on the progress and success of each departments project. The most critical element of each Managers job is making things happen and including and motivating the Membership to be a part of making things happen!

The Board of Directors manages and monitors the Management Team, and the Management Team, in partnership with the Membership, makes things happen. Together, each group is critical to our Museums success.

**Ed Konecki**

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## **Operating Department Report**

Let me start off by congratulating our two newest crew members, *Eugene Jannece* and *Michael Tyl*. They recently completed their training and

qualified as Conductor/Motorman. Please let them know how much you appreciate their hard work the next time you are out at the museum.



**Michael Tyl, left, and Eugene Jannece**

As mentioned in a previous issue, in an effort to update our training and crew certification procedures, we have begun distributing to each of our current crew members, The Basic Training Manual for Brakeman & Switchmen, published by Railway Educational Bureau. Additional training, based in part on this manual, will be conducted prior to the 2007 operating season to help bring our training program more into line with accepted industry practices. Further, with the assistance and input of our current train crews and volunteers, I have begun to update our operating procedures and check-off sheets relative to each of our operational cars. In the months ahead, we will also be looking at the development of certification requirements and procedural policies relative to the Day Manager, Dispatcher and Agent positions as well as ways to improve our accident prevention training and accident review procedures.

**Dan Zedan**

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## **2007 Calendar Announced**

The Museum's Board of Directors at its September 16th approved the following dates and events for the 2007 season.

Sunday, May 13, 2007 - **Mother's Day**

Sunday, June 3, 2007 - **Spring Caboose Day**

Sunday, June 17, 2007 - **Father's Day**

Saturday, June 30, 2007  
and Sunday, July 1, 2007 - **Chicago Aurora & Elgin Day**

Wednesday, July 4, 2007 - **Red, White and Blue Dollar Day**

Saturday and Sunday August 18 and 19. - **Riverfest Express - Trolley Fest**

Sundays, September 30  
and October 7, 2007 - **Fall Caboose Days**

Saturdays, October 13 and 20  
and Sundays, October 14 and 21 - **Pumpkin Trolley**

Saturday, October 27  
and Sunday October 28, 2007 - **Haunted Trolley**

Saturday, October 27  
and Sunday, October 28, 2007 - **Halloween Hiawatha**

Saturdays, December 1, and December 8, 2007  
and Sunday, December 2, 2007 - **Polar Express**

**Don MacBean**

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## **Chief Engineer's Reports**



***March 19, 2005***

**Engineering**

1. Preliminary engineering drawings have been prepared for drainage culverts beneath the entrance driveway.
2. On 2/12/05, additional clearance measurements were taken with car 316 positioned with the center of the car 48 feet north of the existing carbarn. The measurements indicated that the center of the car was 15 inches past where the west door post for track no. 5 would be. For a 48 foot northward extension, track no. 5 will either have to be realigned or a different style door installed.

**Electrical Power Supply**

The National Electrical Code has been revised for 2005. It is now required that any electrical outlet that the public can come in contact with must be protected with a ground fault outlet. In addition, all vending machines must now be protected with a ground fault outlet. As a result, all or the outlets in the depot and crew locker will have to be changed along with six other outlets on the yard distribution system.

***May 21, 2005***

Elevation measurements on the track in front of the car barn were taken by *Ralph Taylor* and *Chuck Galitz* on 5/14/05, in preparation for the meeting with a representative from Morton Buildings on 5/15/05 and a subsequent carbarn committee meeting.

Additional elevations along track 3 from switch 33N to the carbarn special work need to be taken.

In regards to the location of a temporary inspection pit, after discussion with several people, it is my recommendation that a temporary pit be constructed on track 1 where it will be out of the way of any permanent pit location. Plans for Board Review will be presented at the next Board meeting in July.

**Buildings and Grounds**

The post for the STOP sign at the driveway exit has been replaced after being broken off.

An opossum is living under the display cases in the southwest corner of

the carbarn. Everything in these cases is going to be removed and the display cases moved to get the opossum out of the barn.

**Ralph Taylor and Bob Hillman working on the roof of the north end of CNS&M 715. Both ends of the car's roof had severe deterioration of the underlying wood which was replaced.**



***July 16, 2005***

## **Power Supply**

On Saturday, June 4, 2005, two large trees were blown down across the railroad right of way. The first was south of Woodcliff. This tree hit ComEd's 34 Kv line and 12 Kv feeder, tripping out both of them. The second tree came down on the trolley wire north of the ICRR bridge at Coleman. Both of these trees came down from the east and were the result of a severe wind and rainstorm. The first tree was removed by ComEd with no apparent damage to the trolley wire. The second tree hit the trolley wire and damaged one mast arm beyond repair and pulled another out of line on the adjacent pole to the north.

This damage was repaired on Sunday, June 5, 2005, by *Chuck Galitz, Ralph Taylor, Andy Morris, and Matt Del Giudiceo.*

The second tree was removed by Forest Preserve crews.

Subsequent to the above incident, it was noticed that when the trolley wire was initially energized a load current of 250 amps D.C. was noticed that gradually decayed to around 15 amps after 3 to 4 minutes. Investigation revealed that one 600 v. dc feeder cable was grounded. This cable has been removed from service so that the fault location and repair can be made. One blown apart lightning arrester has also been found and removed. Several others have very low insulation resistance readings.

It appears that the trolley wire subjected to either a lightning strike or over voltage from trees hitting the ComEd power lines and the trolley wire.

The failure examination revealed that:

1. The MOV element had failed (split in half)
2. The internal connection between the connection stud on the top and the MOV element had burned open. This connection is a piece of flat copper 1" wide and only 0.010" thick. When this connection burned open, the top of the arrester blew off.

## **Conclusion**

The internal copper connection is totally inadequate to carry any fault current, either from power follow-through or lightning discharge current.

The MOV design is inherently inadequate for power line protection.

No more of these arresters should be purchased. All should be replaced. If

a suitable replacement cannot be found, horn gaps should be installed.

## **Carbarn Lead Tracks**

Grade readings have been taken on all of carbarn lead trackage from switch #2-3 southward to the carbarn. In addition, measurements were taken to verify and establish the location of all trackage. All of this work was done to determine if a 60' northward extension of the carbarn was feasible with a different switch arrangement.

Numerous switch arrangements have been drawn to scale to determine their feasibility, both as to construction space and alignment with trackage to the carbarn.

The results indicate the following:

A ladder-type track and switch arrangement will not work. This is basically because the angle between the ladder lead track and a line parallel with the carbarn track centerline too small.

An arrangement using a right hand switch from the existing lead track for track #3 and a left-hand switch for track #4 will not work, because of track alignment and a reverse curve. This results in forces being put on the car in a coupled mode that will twist the car body.

An arrangement using a right-hand switch for truck #4 followed by a right-hand switch for access to track #3 will work properly with correct track alignment.

The CTA switch frogs have been measured twice. The frogs are #4 frogs with non-standard lengths. The switch points are 11' long, which is standard for a #5 switch.

## **Recommendation**

No final decision should be made on the track arrangement until the lengths of the closure rails have been measured and until the frog locations, switch point locations and all track centerlines have been staked and agreed upon. This also includes the cost and availability of all necessary track hardware.

As an aid in doing the above, a surveyor's transit has been ordered, with delivery scheduled for the last week in July. This will enable us to layout the proper frog angles, track angles, etc.

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**It was a busy and productive day for Matt DelGuidice, "Casey Tractor" Chuck Galitz, Chris Nelson and Roadmaster Konecki. Note the new ties ready for insertion. All are now in service.**

***September 10, 2005***

### **Engineering**

No progress has been made on measuring the closure rails and frogs for the proposed revision of the carbarn switches because the boxes of switch material are still on top of these switch rails.

A surveyor's transit has been received to aid in the location of these proposed switches.

### **Overhead**

The mast arm and trolley dead-end north of the museum driveway has been relocated to museum poles.

Damaged trolley wire lightning arresters from the substation south to the I C R R bridge at Coleman have been disconnected and/or removed. This has reduced the 600 volt d.c. leakage current from 225 amps to 75 amps.

### **Buildings and Grounds**

The unsightly piles of bricks have been stacked up. There are between 4000 and 5000 bricks in this stack.

The pile of splice bars and plates adjacent to the brick piles has also been

relocated and stacked up to clean this area up for the first time in 15 years.

### **Inspection Pit Design**

Measurements of rail and steel beams have been taken in preparation for the design of the temporary inspection pit.

### ***November 19, 2005***

#### **Engineering**

Measurement of the frog angles for the frogs for the proposed revision of the carbarn switches has been done. However, the large crate of switch material is still on top of the frogs and closure rails and cannot be moved because the crate is falling apart. This makes the condition of the closure rails unknown.

#### **Overhead**

All of the damaged lightning arresters have been disconnected.

#### **Power Supply**

One 600 v. dc feeder cable is grounded and is still out of service. This cable needs to be replaced before next May.

### ***January 19, 2006***

#### **Engineering**

Elevations were taken on the east side of track 3N for a distance of 25 feet plus platform width to aid in the possible placement of the Coleman Depot. These elevations were taken at the north end of track 3N, the middle and the south end just north of the crosswalk.

If the Coleman Depot is located at the north end of track 3N, the floor level will be approximately 7 feet above the existing grade 33 feet east of the east rail.

#### **Revised Site Plan**

Per the carbarn / Board of Directors meeting of 1/22/06, a revised engineering site plan will be undertaken.





**Another view CNS&M 715 as Ralph Taylor and Bob Hillman preparing material to be used on the north end of CNS&M 715's roof. Both ends of the car had severe deterioration of the underlying wood which was replaced. AE&FRE #5 is seen to the right.**

***July 22, 2006***

### **Power Supply**

July 1, 2006 - The rectifier negative circuit breaker was repaired and returned to service.

July 1, 2006 - A bypass switch was installed and put into service to bypass the contacts on the negative circuit breaker. This switch should be closed if, for any reason, the negative breaker does not close.

July 22, 2006 - The replacement of the faulted DC feeder cable has been re-scheduled for August 1 & 2, 2006.

July 22, 2006 - The two burned out mercury-vapor lights in the carbarn have been replaced. While these bulbs are still available, they had to be special ordered from Graybar Electric Supply. With the phase-out of mercury devices, the Museum should order 12 spare bulbs at \$16 each while the bulbs are still available. This will forestall the time when we will have to change out the ballast for metal halide or HPS bulbs.

### **Overhead**

July 2, 2006 - One wood pull-off insulator in track #3 rotted and broke apart on July 1 and was replaced.

July 3, 2006 - The insulator in the trolley wire section insulator in track #3

was replaced.

## **Signals**

June 24, 2006 - The AC feed cable to the flashing light signals on track #2 was damaged during tie replacement.

June 25, 2006 - The AC feed cable was repaired.

July 7, 2006 - Another miscellaneous repair on the same splices was made.

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## **Buildings & Grounds**

The broken concrete Chicago Railways Co. sign has been relocated for display near the track #2 crosswalk.

### **Chief Engineer's Miscellaneous Report July 22, 2006**

Preliminary work on the shop area in the carbarn has progressed according to the previously submitted schedule. The work completed to date is as follows:

1. Two M-G sets for Car 5001 have been moved to the north end of the carbarn.
2. The two motors for the mail car have been from alongside Car 317 to the same area as the motors for Car 362.
3. All of the "special event" items have been moved to the west loft in the carbarn.
4. The east loft has been cleaned up, including the removal of considerable raccoon manure. The loft will now be used to store lightweight parts and patterns (primarily wood parts removed from cars that have deteriorated and are saved for pattern purposes).

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## **Operating Department Report**

*July 22, 2006*

## **Training Materials**

Twenty-five copies of the Basic Training Manual for Brakeman and Switchmen have been received and are being distributed to operating personnel only.

## **New Operating Personnel**

Four new operating personnel are presently in training with two more willing to start. Two of the four are ready for regular assignment.

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# **Collection Assessment Report**

*July 22, 2006*

## **C. A. & E. R. R. Co. Flag Stop Semaphores**

Three C. A. & E. R. R. Co. flag stop semaphores are known to exist. They are:

1. At the Clintonville Substation/Depot, without the semaphore and is non-workable.
2. At the Castlemuir Depot mainline platform, complete with semaphore and workable.
3. Behind the carbarn in storage, semaphore post only without the semaphore.

Wendell Dillinger provided the semaphore that was on the post at Castlemuir.

It came from the C. A. & E. R. R. Co. Wheaton Storeroom and was painted yellow. It is presently stored in the carbarn. Two reproduction semaphores have been made and have been painted the original orange. One is installed on the Castlemuir post and the other is stored in the carbarn. The bases on these semaphore posts indicate that the Chicago Railway Signal & Supply Company manufactured the posts, bases, and caps.

It is suggested that the remaining semaphore be installed at the Maintenance of Way Building.

## A. E. & F. R. E. Co. Stop Signs

The A. E. & F. R. E. Co. car stops were numbered from south to north, beginning in Aurora with Stop #1. The Fox River Trolley Museum has one of these signs, apparently uncovered at Coleman in gravel pit tailings by persons unknown.

The sign measures approximately 12 inches by 15 inches, is bent and rusted, and includes hangers. The sign is presently stored in Car #11. There is no identifying stop number on the sign, but because of the location where it was found, it is assumed to be from the Coleman area.

As far as it is known, this is the only surviving stop sign from the A. E. & F. R. E. Co. Railroad.

Ralph Taylor

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## Annual Members' Day Meeting and Election



**As part of Member's Appreciation Day, Roadmaster Konecki conducted demonstrations on proper track work procedures. Maintenance of way team members Jim Minerly, Pat Storm, Matt DelGuidce, and Chris Nelson intently observe Ed's presentation.**

Members of the Fox River Trolley Museum met on the Museum's grounds for a great Member Appreciation Day. The day was filled with demonstrations on "How To" items, inspections and running many of the Museum's cars. It was a "Come and Ride and Run With Us" day. The car barn was open for inspection of active car projects and *Roadmaster Konecki* presented interactive demonstrations involving members in the skills, artistry and fun of track maintenance. Many many members availed

themselves of the generous 20% discount that the Gift Shop offered on most store merchandise.

At the Annual Members Meeting held at the South Elgin Village Hall members elected



**CNS&M 715 on its "maiden voyage" passing the car barn on Member's Appreciation Day after two years "out of service" for extensive maintenance work by the car department.**

*Luke Helm, Ed Konecki and Bob Wayman* were elected to two year terms as directors. After the election results were announced, members were treated to an outstanding Power Point presentation by member *Norm Carlson*. It covered the early history of the Illinois Central's Chicago suburban service and the innovations introduced by it.

Refreshments were served and provided by Membership Secretary, *Laura Taylor* and President, *Ed Konecki*. This included an absolutely fabulous cake.

**Don Mac Bean, Ed Konecki**

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## **Two Museum Members Get Published**

Two Museum members, *Bruce Moffat* and *Norm Carlson* have had their writings published. *Cooperation Moves The Public*, published by the Shore Line Interurban Historical Society as the first issue of a new series of publications called "Dispatch." It is the story of the Chicago, Aurora and Elgin, Chicago Rapid Transit and Chicago Transit Authority cooperative efforts in moving people on the Metropolitan Division of the CRT/CTA. Complete with schedules, maps, graphs and never before published pictures in black and white and color, the story details the operation on less than 30 second headways of trains in the morning and evening rush hours operating on timetable authority over a basically a two track railroad with crossovers or passing tracks, no block signals and without two way radio communication. The Museum's core collection is composed of cars from the CA&E and the CRT/CTA. The book is carried at the Museum's Gift Store or is available from Shore Line Interurban Historical Society.

*Norm Carlson* authored a monograph " How We Rode to Work in Chicago in the 1950's . . . Street, Elevated, Interurban and Suburban Railways published by Shore Line Interurban Historical Society features many pictures heretofore not published, including pictures of the CA&E, North Shore Line and South Shore Line as well as lesser known suburban train operators such Norfolk and Western and Gulf Mobile and Ohio both steam and diesel. It is available from Shore Line Interurban Historical Society.

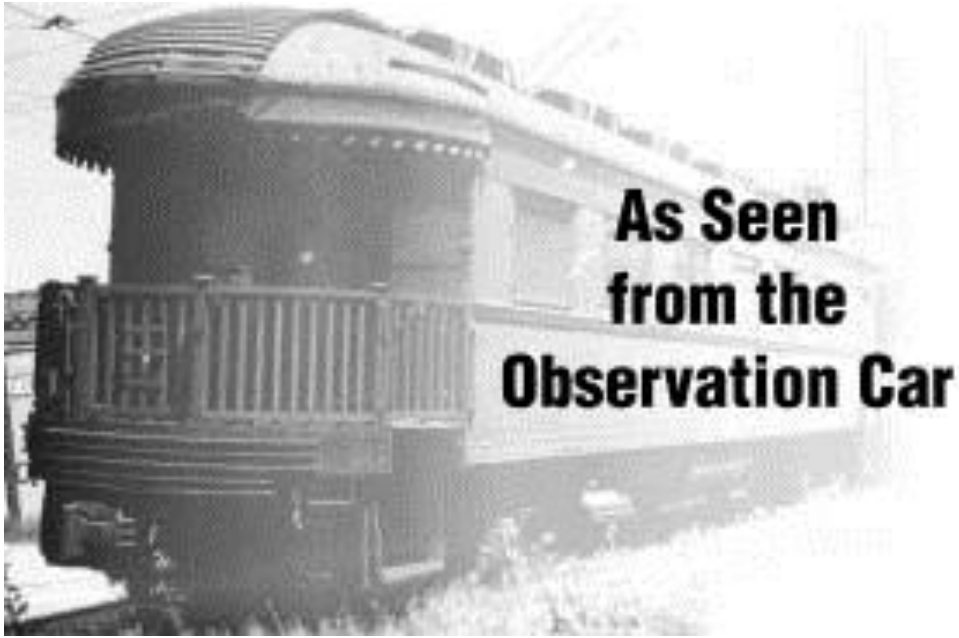
Bruce has also authored *Forty Feet Below* and *The "L"*, CERA Bulletin No. 136.

Kudos to Bruce and Norm for their success in helping us learn about, understand and appreciate a part of our past.

**Don MacBean**

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## **To Be A Museum or Not To Be A Museum**

*This observation appeared three years ago. The editor suggests a review by readers and members to evaluate our progress. - Ed*

*These "Observations" are a paraphrase of Mark Bassett's, the Executive Director of the White Pine Historical Railroad Foundation, operator of the Nevada Northern Railway Museum.*

*Used by permission.*

With apologies to William Shakespeare, as the Fox River Trolley Museum moves forward we need to answer this very basic question, "to be a museum or not to be a museum, that is the question." Sounds simple doesn't it. After all, we call ourselves a museum, so we must be one, right? Not quite, it doesn't really work that way. To be a museum there are certain obligations that we must recognize.

The starting point would be with the definition of a museum. The American Association of Museum's definition of a museum contains twelve points; let's see how we stack up.

1. A museum must be a legally organized, **not-for-profit institution**. We meet the requirement. The Fox River Trolley Association is a 501c3 non-profit organization that manages the FoxRiver Trolley Museum .
2. A museum must be **educational in nature**. We meet the requirement. The Museum trains allow the public to experience travel by trolley or interurban during the first half of the 20th century. Then there is the behind the scene maintenance and repair where skills are passed on to the next generation.
3. Have a formally stated **mission statement**. Ours is, The Fox River Trolley Museum is dedicated to the restoration, preservation, interpretation and operation of the Aurora, Elgin and Fox River Electric Company historic facilities, yards, and rail collection. This evolving museum gives people the opportunity to experience a world class historic working trolley line.
4. Have one full-time paid **professional staff** person who has museum knowledge and experience and is delegated authority and allocated financial resources sufficient to operate the museum effectively. We don't meet the requirement.
5. Presents regularly scheduled **programs and exhibits** that use and interpret objects for the public according to accepted standards. We don't meet the requirement.

6. Have a formal and appropriate program of **documentation, care, and use of** collections and/or tangible objects. We don't meet the requirement.
7. Have a formal and appropriate program of **maintenance and presentation** of exhibits. We don't meet the requirement.
8. Have been **open to the public for at least two years**. We meet the requirement.
9. Be substantially **open to the public at least 1,000 hours a year**. We do not meet the requirement.
10. Have an appropriate annual **operating budget of at least \$25,000**. We meet the requirement.
11. Have **accessioned** 80 percent of the permanent collection. We don't meet the requirement.
12. Demonstrate the characteristics of an **acreditable** museum. We don't meet the requirement.

So how did we do? Well, out of the twelve points we met only five. This now becomes the basis of developing a road map for the development of reaching the full potential of our museum.

Does implementing all twelve points mean that character of the Fox River Trolley Museum will change? Short answer, yes. Does this mean we will become a bunch of stuff shirts with Locomotive 5 displayed to the public behind glass? Short answer, no. For the public to truly understand the role of the Fox River Trolley Museum in the development of Illinois, Kane County and South Elgin, the equipment and right-of-way must be preserved, interpreted and operated. We must inventory what we have in such a way that we understand what we have. A case in point is C A&E 317. It was damaged in the restoration process. It is a 'pretty' CA&E interurban car. Should the car be **RESTORED or PRESERVED** in a **TIMELY** fashion? The project could cost about \$100,000. Does the museum want to invest this much money in one piece of equipment?

The decision becomes easier to make, when you realize that 317 is one of the last 4 motor CA&E Jewett built interurbans left in the world. In addition, to its uniqueness of spending its entire life serving the Chicago, Aurora and Elgin Railroad transporting hundreds of thousands of passengers in Chicagoland and the Fox River Valley; it has a story to tell.

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**Don MacBean**

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