

# FOX RIVER LINES

magazine

official publication of the  
FOX RIVER TROLLEY MUSEUM



2018-1

news from  
**UNDER**  
the wire

RECENT FOX RIVER LINE HAPPENINGS

news from  
**UNDER**  
the wire

## The Light Within the Wreckage



Joseph Hazinski

A senseless act of vandalism committed on the collection of eight trolleys stored in the car barn of the Fox River Trolley Museum solicited an outpouring of support from the community who contributed close to \$50,000 at the time of this publication.

On Sunday, July 8, two boys, ages 11 and 13, broke into the museum's car barn and caused an estimated \$150,000 in damage to the eight trolleys stored within. Museum member and Chief Car Officer Jeff Bennett created a GoFundMe fundraiser <https://www.gofundme.com/fox-river-trolley-museum>, and two open house events were held to allow the public to view the damages and make in-person donations.

Bennett said that, although the act was devastating, the support of the community, many of whom are new visitors to the museum, has been "unbelievable." "For an organization of a hundred people to have a thousand people come out in support has been the silver lining of what was really a horrific thing." "The media coverage has been unprecedented-we have never had this kind of media coverage to get out what we do and why we do it. Many people who didn't know us before have fallen in love with our trolleys and museum. We need to secure our museum for the generations to come, and I think that we have tapped into a lot of people through this tragedy that will help us plan for the next generations."

(Continued on page 3)

| Car 20 broken headlight.



Joseph Hazinski

| Car 458, broken cab window.



# FOX RIVER TROLLEY ASSOCIATION, INC.

## From the Front Platform

It has been said that it takes crises to bring out the best in people.

While the recent (July 8, 2018) vandalism brought with it an unprecedented level of damage to much of the museum's collection, the incredible physical and financial contributions of museum volunteers (both members and otherwise) and support from our local community, the Village of South Elgin, and the South Elgin Police Department have been nothing short of incredible.

As of this writing, a GoFundMe <https://www.gofundme.com/fox-river-trolley-museum> online fundraising campaign set-up by Chief Car Officer Jeff Bennett has raised close to \$50,000 from over 400 people. The museum has been the beneficiary of a host of donations of time and materials from museum members, area merchants, and community members that have been critical to taking solid steps to repair and restore damaged cars. For a list of many of the folks that have helped and details about the museum's efforts to repair the vandalism (and keep our other projects moving forward) please read on.

To all of our friends, thank you, thank you, thank you! Your hard work in difficult conditions, under time and monetary constraints is nothing short of amazing. For those that have been with us before July 8, thank you for being a part of our family and for all of your often unseen hard work and for redoubling your efforts in the face of a crisis. For our new friends, welcome. Thank you for your kind words about, and in support of the museum and your donations of time and money. We are truly excited by your participation and would like to welcome you to our family.

Just a reminder to all members, families, and friends of the museum, please make plans to join us for our first Members and Friends Day, Saturday, October 13, from 11 a.m. to 5 p.m. at the museum.

As you read this issue of *Fox River Lines*, we hope that you share a bit of the frustration that many of us felt after July 8, and the renewed hope for the future that followed on July 9.

Please see the following pages for a brief glimpse into our recovery and a list of many of our friends who stepped forward with time and/or money to help either directly to the museum, or via the museum's GoFundMe <https://www.gofundme.com/fox-river-trolley-museum> page.

Please note that the list is not complete (we have volunteers and contributors coming forward as we go to press). We will publish a follow-up in our next issue to ensure that we credit everyone who wishes to be publically recognized.

Sometimes it takes a crisis to remind you who your friends are.

With all good wishes

**Luke Helm, Jr.  
Vice President, Fox River Trolley Association**

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Edward Konecki, Joseph Hazinski, Luke Helm Jr.,  
Douglas Rundell, and Ralph Taylor

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**Membership Development Coordinator** - vacant

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**Chief Lineman** - vacant  
**Building and Grounds Superintendent** - vacant  
**Electrical Supply and Signals** - Ralph Taylor

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**PHONE ..** (847) 697-4676    **WEBSITE ...** [www.foxtrolley.org](http://www.foxtrolley.org)

### CONTENTS 2018-1

- 1 .... The Light Within the Wreckage
- 2 .... From the Front Platform
- 5 .... A Member You Should Know: Laura Taylor
- 6 .... Rails to Victory 2018
- 8 .... Jeff Bennett Appointed Chief Car Officer
- 8 .... Car 40 Scheduled to Be Painted This Year
- 9 .... 2018: The Season for Roofing Cars
- 10 .... Edison Batteries Serviced in Car 4451
- 11 .... Locomotive 5 Returned to Full Service
- 11 .... Polar Express 2018 Tickets On Sale Now
- 12 .... The CTA 6000s Go Home
- 13 .... Members and Friends Day
- 13 .... Upcoming Elections
- 14 .... Candidates' Statements
- 14 .... Thank You to Our Donors

# The Light Within the Wreckage

(Continued from page 1)

Edward Konecki, Museum President extended a “big thank you to everybody who has shown support, by way of donations and visiting, and to our connections from other museums, national park services, and those connections who have been lost over the years but have reconnected in this time to show us support.”

Like Bennett, Konecki sees a silver lining in the incident: “The concept of vandalism, especially by people so young, is hard to understand. It has created a sense of awareness of the fragility of the museum or any other small organization: these institutions are part of us. We may not pay attention to them day-to-day, but they are places that we often gather as families. Through this event, visitors are reminded of their memories of bringing their children and grandchildren, even if they have not returned in twenty years.”

Bennett recalled an especially endearing moment that occurred during Saturday’s open house event. As he entered the depot, Bennett was called over by the day manager who told him that a man had just dropped off a check for \$1,000. Bennett looked outside to see Carl, a regular visitor with limited mobility, walking back through the parking lot.

Bennett said, “Luke [Helm] asked if I could take him down to the car barn in Car 715. I approached Carl and told him, ‘We want to take you down to the car barn to see it,’ but he hesitated and responded that he wouldn’t be able to make it on foot. I said, ‘I don’t think we could let you drive down there, but we can drive you down in 715, and his eyes lit up. We gave him a chartered ride, and one of our younger volunteers, Justin (age 11), followed along the entire time with a stool for Carl to stop and rest when needed.”

When Carl walked into the barn and saw the cars, he said, “When I saw the news and the damage, I cried.” Jeff responded, “I think a lot of people did. It’s been heartbreaking.”

(Continued on page 4)



Joseph Hazinski

| Broken speedometer and brake pressure gauges, car 458.



## 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.

# The Light Within the Wreckage

(Continued from page 3)

Many community members rallied to make the open house events remarkably successful. One anonymous member delivered 50 t-shirts to outfit volunteers who did not have uniforms. Another family drove to multiple Office Max locations to gather materials to print "I Heart FRTM" on lanyards as gifts for donors. Still another anonymous member donated all of the rides taken during the weekend so that all were able to ride for free while the museum still received the proceeds.

Three adolescents-Justin (11), Rylee (12), and Abi (11)-were outfitted in the t-shirts provided, giving tours and telling the museum's story. Bennett said, "They are the same ages as the kids who did the terrible damage. I listened to them and was amazed that these 11 and 12 year-olds could do so much good, be so responsible, and do such a great job of representing the museum."

Due to the extraordinary hard work of museum volunteers (current members and new volunteers), Car 304's broken windows and door were replaced and repaired to allow operation of the car for the Village of South Elgin's RiverFest. "Due to generous contributions, the limiting factor is not so much money, but time," says Konecki.

Steve Kezios, owner of the Window Repair Guy <http://www.windowrepairguy.com/> restored 304's south-east door, which was completely smashed, for a fraction of the market rate. Additional donations of time and materials, including replacement window glass and installation assistance from Greg and Sue from Chicago Window and Door Solutions <http://www.312windows.com/> allowed restoration work on car 304 and others to move forward.

The generous donations made to date have allowed the museum to begin the needed work, but the work needed to



| Car 6, broken windows.

Joseph Hazinski



| Strothers steaming the trim around the replacement arch window in car 304.

Jeff Bennett

restore all cars will be a long-term project.  
Please keep the donations coming!

## Fox River Lines Staff

Visit <http://gofundme.com/fox-river-trolley> museum to donate and to view a video tour of the damage. To see additional progress on the vandalism recovery and the museum's other efforts, please visit: <http://www.foxtrolley.org/in-the-news>.



| Laura Taylor in the Castlemuir Depot.



| Mrs. and Mr. Claus (Laura Taylor and Edward Konecki).

## A Member You Should Know: Laura Taylor

Laura Taylor has had a long tenure with the Fox River Trolley Museum. In 1968, she began serving as a ticket agent, just before her marriage to Ralph Taylor, one of the museum's original members. At that time, the museum was still known as the RELIC Trolley Museum.

Becoming a regular member in the 1980s when RELIC became the Fox River Trolley Museum, Laura has worn many hats in her 50 years of association with the museum. She serves as its membership secretary, has been the museum store manager since 1972, has served as nominating committee chairman, has played the role of Mrs. Claus in The Polar Express many times, and continues to act as the museum store manager, station agent, and dispatcher.

Laura recalls that her passion for trains began as when she was a little girl. "My dad worked for the Burlington, (Chicago, Burlington and Quincy Railroad) and my grandfather, who I never knew, was an engineer on the Burlington," she said. "I would ask my dad, 'Why don't you take me to Chicago?' I just wanted to stay in Union Station and look at all the different trains."

This early love turned into a lifelong journey as Laura spent the last five decades volunteering with the museum. Remembering when the Board of Directors asked her to take on the role of membership secretary in the 1990s, Taylor said, "They asked if I knew how to work a computer, and since I was in business school, I said, 'Sure, I can try to learn!' And so, I took on membership." She notes that the changing of times is especially noticeable in her role of gift shop manager, where she observes

consumer behavior: when once her customers would have usually been railfans in search of specialty books, they are now often families spending a special day together.

In her duties as dispatcher, Laura is direct: "I'm the train dispatcher when I'm in the depot, and I don't give anybody the go-ahead unless they tell me the right things I need to hear. For rules and regulations, I pass the test along with everyone else."

"I'm happy to be doing this," she said. "I enjoy meeting people, being with people, seeing the kid's eyes light up when they hear the train and know they're going to ride the train. On special days like Mother's Day and Father's Day, I give them the ticket, and they're so excited to take mom or dad for a ride."

Laura and Ralph fondly remember the museum as it has been an iconic setting for their family as they raised their three children, who are now ages 48, 46, and 36 and live across the country. Taylor recounts, "Every Sunday and holiday that I can, I am there. As my kids grew up, they enjoyed the days spent outside and would tell their friends all about their experiences there."

Those experiences have now turned to memories, but the Taylors' youngest son Rob, a professor of anthropology at the University of Indianapolis, is also a museum member and has helped Ralph with restoration work on Car 316.

Laura's experience over the years has been fulfilling on multiple levels. "It's great to see how all these people work to keep this museum going. It's not one or two members, or the longest or newest member—everybody has to take their time and learn."

**Fox River Lines Staff**

## Rails to Victory 2018

"Let me see your papers," a Deutsche Reichsbahn guard asks you as you sit, distressed, in a trolley just days after France has been occupied by Germany. "This can't be right!" he exclaims. "It's 1944, how could you have been born in '53? These papers have been falsified!"

The guard is, of course, an actor from the World War II Historical Reenactment Society playing his role in the Occupied France Trolley Adventure, the Saturday event in this year's Rails to Victory 2018, hosted by Fox River Trolley Museum.

For the past eight years, the WWII Historical Reenactment Society has immersed Rails to Victory guests in an authentic military encampment experience. Clothing, weapons, and vehicles used in the event are authentic to the era. Vehicles include a German tank, an M2 half-track car, Jeeps, and German motorcycles with sidecars.

Rebecca Tulloch, the founder of the event and director for its first seven years, describes the experience: "Rails to Victory provides a storytelling experience through character enactment. It completely immerses the public into the situation—just days after D-Day, you are rolling along from Paris to Rennes along the Seine river. Pushing inland through France, you encounter squads and battles. People (actors) are among you looking for their families."

Along the way, passengers are embedded into skits, one of which honors the German artwork taken from France. Another, the battle between the Allies and the Germans, takes place under the Sterns Road bridge.

On Sunday afternoon, the Rockford Peaches softball game enacts the underhand fast-pitched softball game made popular by Phil Wrigley in the 1930s wave of amateur sports. The league was active from 1943 - 1954, and despite common misconception, did not play baseball until after 1950.

Edward Konecki, Fox River Trolley Museum president who served as operator during the event, was pleased with the



Rebecca Tulloch

### | French civilians are interrogated by German soldiers.

benefits of the event's date, which shifted from a summer to a spring date. Konecki said, "The new date at the end of April is cooler and more comfortable for the reenactors, whose woolen period clothing is authentic to WWII and Europe."

One of the most satisfying aspects of the production, said Konecki, is the chance for "two groups of volunteers to work together in a synergy of multiple interests."

The event is a chance for the trolley museum to create an environment for

lively adult interaction, and he credits such events as "one of the things that, for me, makes it worthwhile for the museum to continue to move forward in its efforts," continuing, "We can continue to provide these avenues for the public, and we are always open for ideas."

Rails to Victory 2019 will take place April 27 to 28. Tulloch says, "Next, we hope to add a school date so that students from local schools may come out to tour the encampment and meet the actors."

**Fox River Lines Staff**

View video clips of past Rails to Victory events at <https://www.foxtrolley.org/rails-to-victory> or visit <https://railstovictory.org/> for more information.



A Reichsbahn conductor checks riders' identify and travel documents.

Rebecca Tulloch

Passengers watch the Allies secure precious artwork at Vaux-sur-Seine (Woodcliff).



Rebecca Tulloch

## Jeff Bennett Appointed Chief Car Officer

Two years ago, Jeff Bennett volunteered to assist the Car Department with strategy development and project management. Early in 2018, the Board of Directors appointed Jeff to the position of Chief Car Officer. All car-related projects, including repairs and restorations, are Bennett's responsibility to ensure work is progressing efficiently and correctly.

Bennett has worked to organize the Car Department's volunteers, placing each in the right spot. "I can't say enough how many wonderful people we have to give of their resources and time, and over the last year, I greatly appreciate that everyone has stepped up. There are many ways to give-time, knowledge, and money among them-and being able to know and organize the members has provided a needed focus and direction into a unified goal."



Rebecca Tulloch

| Jeff Bennett with daughter and museum volunteer Rylee.

## Car 40 Scheduled to be Painted this Year

Car 40, sister of Car 43 which was painted last year, is scheduled to have its exterior painted and is currently undergoing major floor repairs. "The car's side doors have been having problems operating correctly because of a swelling car floor due

to age and water intrusion," stated Jeff Bennett. The floor has been removed and restored to its original condition." Car 40 should be back in action in time for this winter's Polar Express events with a new paint job.

**Fox River Lines Staff**



Car 40 awaiting a new paint job.



Car 43 after being repainted.

Joseph Hazinski

# 2018: The Season for Roofing Cars

"By the end of 2018, three cars will have new roofs," said Jeff Bennett, Chief Car Officer. "We have an ambitious goal of bringing all three back onto the rails by the end of the season."

Wood and canvas-roofed cars 458, 4451, and 4288 are each being restored to their authentic color design and materials. In early 2018, with help from members and KRB Construction, the museum was able to finish the wood structure on Car 4288, which created room in the barn to bring in Cars 4451 and 458, both of which are currently being reroofed. Because 4288 had been sheltered for some time, it had seen much less weathering than 4451 (its sister car) and 458.

K-Creative, the company that painted Car 43, is on-board to paint the interior of Car 4451. KRB Construction is assisting with the labor on the roofing projects of both 458 and 4451.

"The process of restoring the cars' roofs to their authentic condition requires time, money, and energy," says Bennett, "especially when it comes to finding the correct wood-the way it is cut and designed. The machines that were used when the cars were originally created are gone. These machines made special cuts and designs; the pieces of wood for the tongue and groove roof material are of particularly interesting and unusual designs."

After the wood structure work is complete, it will be time to canvas the roofs on each car. All canvas material was special ordered and is on hand, but needs to be sewn to correct dimensions-likely by an industrial sewing facility-before the canvas can be applied to the car roofs.

Fred Lonnies, the only member who has experience with this type of work, will be teaching "Canvas School" as a collective effort is made to canvas all three cars. All are welcome to join; if interested, contact Jeff Bennett, <mailto:jeffb60md@aol.com>.

Bennett and the Car Department team are taking steps to stabilize several other cars, which are currently being protected with covers and tarps until they are ready to roof.

**Fox River Lines Staff**



| Jeff from KRB Construction works on car 4451's roof.



| Car 4451 roof work underway.



Joseph Hazinski

| Car 4451's battery box.



Joseph Hazinski

| Car 4451's batteries out for servicing.

## Edison Batteries Serviced in Car 4451

Originally developed by Thomas Edison over a century ago, Edison batteries—also known as nickel-iron (NiFe) batteries—have earned a reputation for incredible durability under almost any treatment. Though inefficient by today's standards for space and weight, their ability to withstand decades of neglect gives them a distinct advantage over more sensitive batteries.

Rail cars owned by the Fox River Trolley Museum in the 4000 series and 5 - 50 series were all originally designed to use the Edison batteries, and some still have their original cells, like Car 4288, the sister car of 4451, which has recently been outfitted with revived Edison batteries.

Museum member Fred Lonnnes explains the difference between a lead-acid battery typically found in automobiles versus the nickel-iron batteries: "Your typical car battery, a lead-acid battery, has lead plates on one side and antimony on the other. In a nickel-iron battery, the plates are nickel and iron for the plus and minus charge. The fluid used in the battery is a base, the reverse of an acid. The batteries have a construction style of a pocket plate: each plate is a perforated pocket of material which is inside a stainless-steel envelope with nickel in an envelope and iron in the other, which create a functioning battery."

Each shoe-box sized Edison battery cell weighs 20 pounds, and Car 4451 takes 24 cells. The cells are wired together in wooden cases (each of which holds six cells) that keep each cell from touching. Together, the 24 cells put out 38 volts.

Chief Car Officer Jeff Bennett said, "The Edison batteries are proven to have a lifespan of about a hundred years, and that's if they die prematurely. They're very tolerant of abuse, and they live forever. I've found this first hand with the cells that I have been servicing—and now servicing is complete on car 4451."

Maintenance on Edison cells batteries includes topping them off with water every six months and charging them. Bennett says that the batteries he recently serviced, date stamped 1922, had not been serviced in a decade.

Throughout the project, Bennett relied on [Fred] Lonnnes for his technical expertise—experience Lonnnes gained in his 40 years with the Chicago Transit Authority. "Fred has been a wealth of knowledge and a huge help to me," said Bennett. "He has the background and the knowledge on the theory of the Edison batteries and how they work. The specifics that he was able to tell me in a casual and quick manner, and with such thorough detail, were astonishing."

Lonnnes was equally appreciative of Bennett's work as he said, "Jeff did a good job doing what was necessary to rejuvenate the batteries, getting them back to life and replacing the bad ones."

**Fox River Lines Staff**

# Locomotive 5 Returned to Full Service

Locomotive 5's second engine has had a failed generator for the past 15 years-a time during which the locomotive has been running on just one of its two motor-generator sets. Thanks to efforts from Fred, Jeff, and others, the number two generator on Locomotive 5 has been replaced.

"Work on the engine started at end of 2017, but progress is ongoing to fine-tune the 60+-year-old locomotive. Continuous in-house adjustment and maintenance is needed to keep it in working order," said Jeff Bennett, Chief Car Officer.

Future work includes work on engine number 2's injector pump.

## Fox River Lines Staff

**Jeff Bennett adjusts the valves on Locomotive 5's number two engine.**



Joseph Hazinski

# Polar Express 2018 Tickets on Sale Now

"If you want to ride Polar Express, this is a great year to do it," announced Edward Konecki, Museum President, "We will enhance the experience for all of our guests this year. Our goal is to retain some of what has been done in the past but to add scenes for audience members who enjoyed both the movie and the book."

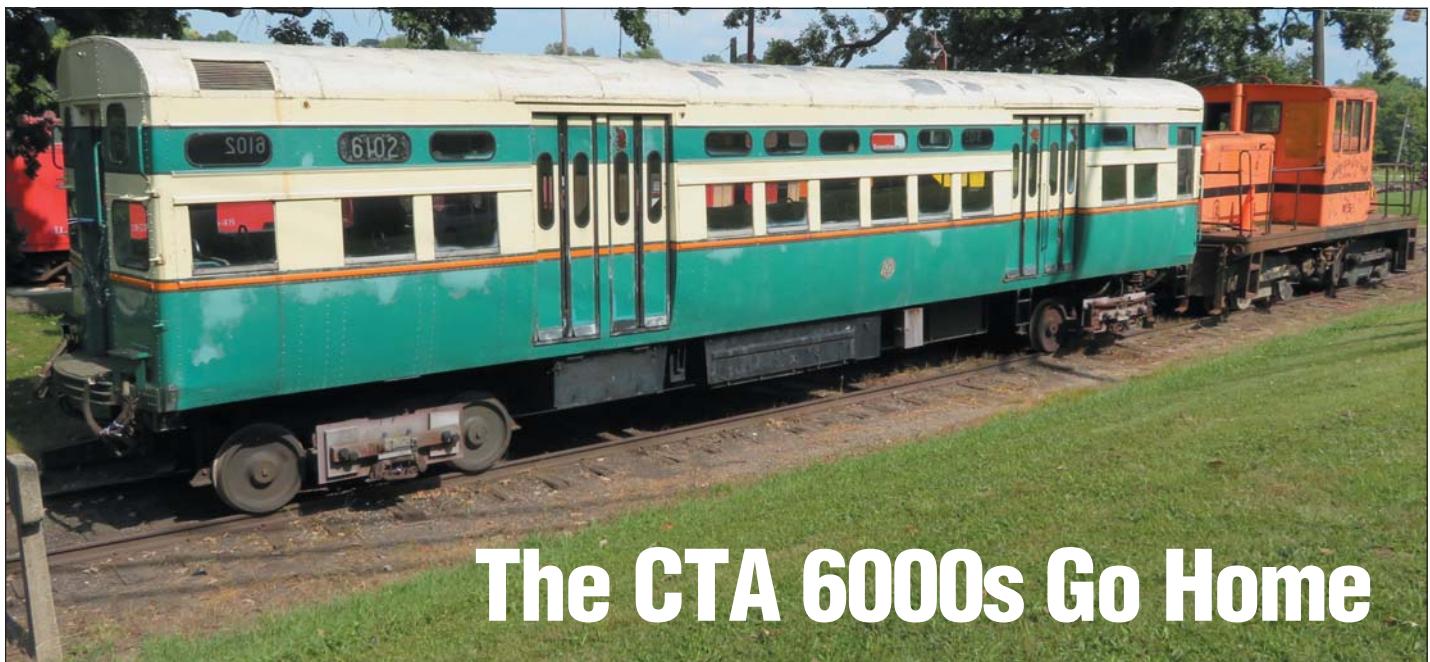
Purchase tickets for this year's Polar Express, with dates in November and December at:  
[www.foxtrolley.org/polarexpress](http://www.foxtrolley.org/polarexpress).

## Fox River Lines Staff

**Eager riders preparing to head to the North Pole in search of Santa and snow.**



Joseph Hazinski



## The CTA 6000s Go Home

| Car 6102 is moved by locomotive 5 to the end of the main line for loading.



| Car 6101 is loaded on a low-boy trailer for transfer to the CTA.



Joseph Hazinski

#### | Car 6101 heads for home rails.

The Chicago Transit Authority (CTA) purchased the married pair of 6000-series cars that have called the Fox River Trolley Museum home since the 1980s. These cars, used for display at the museum, were sent to their original CTA home to be part of a historic fleet used for corporate and special events.

When the CTA began discussions about adding to their historic fleet, which at the time consisted of two historic 4000-series 'L' cars with limited seating capacity from the 1920s, they began to research artifacts that had been sold or donated to museums. They first considered cars from a museum in Connecticut which had previously arranged a loan agreement with a railway in New York. After reviewing the loan agreement—an approximately 30-page document—it was realized that the agreement did not cover every possible contingency.

CTA then approached the Fox River Trolley Museum. The museum and CTA negotiated a sales agreement that provides that the museum has the right of first refusal to purchase the equipment at its original sale price should the CTA wish to terminate its use of the cars.

After the contract was executed, CTA arranged for transportation of cars to the primary repair facility in Skokie and is working to rehabilitate the cars obtained from the museum along with two additional 6000-series cars acquired from the National Museum of Transportation in St. Louis County, Missouri.

In all, CTA will have a four-car train with equipment that is historic to the 1950s—and in an interesting and noteworthy twist, the Fox River Trolley Museum cars sold are the oldest of the 6000s, made in 1952, and the cars obtained from Missouri were among the newest of the 6000s, built in 1958.

The newly rehabilitated fleet of cars is a great way for CTA to show its commitment to the history of the Chicagoland community and provide a unique option for an event seeking a little extra momentum. Thanks to current and former museum members for assistance with this project.

**Fox River Lines Staff**

## Members and Friends Day

Museum members, families and friends, please mark your calendars. The museum's annual Members and Friends Day is Saturday, October 13, 2018, from 11 a.m. to 4 p.m. at the museum.

**Luke Helm, Jr.**

## Upcoming Elections

This year there are three open seats for the Fox River Trolley Association's Board of Directors. Candidates are: Jeff Bennett, Joseph Hazinski, Luke Helm, and Edward Konecki.

Museum members will be able to vote for three of their candidates of choice

by mail or in-person at the Annual Meeting of the Membership on Saturday, October 13, 2018 at 7 p.m. The Annual Meeting of the Membership will be held at the Elgin Township Office, 729 South McLean Boulevard, Elgin, IL.

**Luke Helm, Jr.**

**Please read candidates' statements on the next page.**



Tiffani Carlson	Don Ellison	Paul Gregorich	Christian Hunter	Mike Koepke
Patricia Castro-Vega	Gina Engler	Daniel Grkovich	Kevin Hynes	Edward Konecki
James Cave	Anne Estabrooks	Hedy Grkovich	Paul & Janet Inserra	Laurie Koshgarian
Karen Cernoch	Cary Estes Speicher	Caitlin Groenwald	Michael Iwema	Sebastian Kosobudzki
Colin Chisholm	James Fancher	Anita Groholski	Karen Jackson	Pamela Kramer
Clarence Chleboun	Steve Farber	Aaron Grote	Amy Jacobs	Charles Kronenwetter
William Choronzak, Jr.	Dennis Farrell	Steve H.	Sharon Jenkins	John Krukowski
Patty Christenson	Kevin Farrell	Preston Hamilton	Dorothy Jensen	Carol Kuczynski
Roberta Cirantino	Robbin Farrell	Judy Hammer	William Jeschke	Cheryl Kuropas
Donna Clavelli	Shea Finnegan	Lynne Handy	Dan Jimenez	Christopher Lakomek
Katherine Craddick	Jacob Fischer	Cathie Hardt	Jim & Catie Jiran	Cheryl Lamont-Deroo
Sharon Crimaldi	Carl Flaks	Barbara Harwood	Clayton Johanson	Daniel Lampen
F. H. Crissey	Beth Foster	Kurt Haubrich	Kathi Johnson	Jerome Landesman
Alison Thomas Crooke	Stephen Foster	Sue Hayden	Ruthanne Johnson	Brian Landgraf
Ronald Cwetna	Alison Frak	Thomas Hayden	Sarah Johnston	Dorothy Latuszek
John Czupowski	Diane Frantell	Joseph Hazinski	Stephen Jones	Rob Laue
Andrew Dahlberg	Michael Freed	Jeffrey Hedrich	Pearl Joslyn	Thomas & Cheryl Leaton
Alexandra Damisch	James Fremont	Steven Heister	John Jurecic	Elizabeth Lepage
Marko Danilovski	Bon French	Luke & Lisa Helm	Steven Kalka	David Lewis
Paulette Daum	Carrie Frost	Janet Henderson	Berny Kamenear	Tom Loeper
Irwin William Davis	Donald Frye	Dennis & Cheryl Henry	Stephen Karlson	Fred D. Lonnies
N Ddd	Roger Gamble	Michael Henske	Bethany Kassanits	Beverly Lovett
Alexander Desimone	Gordon Garcia	Adriana Hernandez	Joe Kave	Nicole Maccabee
Dana Dettloff	Graham Garfield	Michael Herr	Rachel Kave	Donald MacCorquodale
Karen Dieckhoff	Ivo & Laurel Garza	Heidi Hetman	Gary & Janet Kay	Alexander Marcopoulos
Kenneth Dietz	Michael Gebert	Maryann Hetreed	Damin Keenan	Stacy Markley
Thomas Dionesotes	Alex Gibson	Lawrence Hidaka	Janis Keller	Dan Marquardt
Andy Dishroon	Stephen Gibson	George Hoffman	Anne Kelley	Michael Martell
Graham Doe	Mike Gilles	Bill Hoke	Kaye Kerekes	Nikki Matherson
Jeanette Dresdow	Tom Glover	Timothy Hollingsworth	Steve Kezios	Ronnie Matherson
Alice Dubois	Judi Goldberg	Jim Horcher	Nicholas Kibre	Clark Maxfield
Susan Dumele	Louis Goldrich	Jonathan Horn	Jeff Kiel	Mary McAuliff
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