

Members Young and Old



Workers on the new "MOW" switch run the entire age range from ten to sixty. Shown here from the left are Ralph Taylor, Patrick Storm, Ed Konecki and Jim Tarbet.

It would be thought that a couple of boys, one age 11 and the other age 12, would just ride the trolleys and play "Gameboy Color" at the Fox River Trolley Museum. Instead, you'll likely find *Patrick Storm* and me helping the guys do whatever needs done. On the Spring Members Day, you would have found us helping adult members *Edward Konecki*, *Ralph Taylor*, and *Fred Lonnes* construct a switch that will eventually run all the way to "MOW", our shortened name for the Maintenance Away Shed. Patrick and I were busily lifting railroad ties that were being spiked by Ralph and Edward. You can see us doing this in the picture.

To tell the truth that is not the only labor I did on this project. With help from Ralph's 19 year old son, *Robby Taylor*, Edward, Ralph, Fred and I managed to complete the switch by adding ballast.

As a 5-year member of FRTM, I can say that the amount of knowledge I have collected over those few years is unimaginable. I've learned about

most of the operating trolleys and the diesel engine. I've got several funny stories that involve the diesel engine that I can be asked about in person.

I also help conduct on rides, give guided tours and explanations of the trolleys to visitors, help *Laura Taylor*, *Barbara Pettijohn* and my mother, *Jan Tarbet*, in the depot when needed, and I helped construct the brick platform on track two.

I hope to see you at the Fox River Trolley Museum, till then Two bells, Mr. Motorman!

Jimmy Tarbet



Building a Team

Teamwork-setting aside personal prominence for the goals of the whole-along with partnership, is another of the major foundation stones of our museum. When each member joins the museum team, we become a stronger, more productive organization. Goals that are impossible for one or a few are achievable for the whole team. Teamwork, though, does not just happen. It takes effort to build a team. That effort involves communication, coordination and commitment. We need to talk to each other-share our ideas and goals. We need to explain to other members of the team where we are going and why we are going there.

Communications is why our newsletter is so important to creating the teamwork the museum needs to achieve its goals. Communication is not enough, though. Having the team move in the same direction, whether for a car project, track project or our daily operations, means that we must coordinate our efforts. This is where the talents and skills of our department heads come in to the play. Each department head contributes to our teamwork by coordinate our team efforts. Finally, we need to stay focused and on-track. We need commitment to our goals. Jumping from one thing to another does not create teamwork and does not achieve our goals. Instead, commitment-our pledge of time and personal investment to move forward with the plans and decisions that we have made-is the glue that keeps the team together and moving forward. Communication,

coordination and commitment bind us together into the Fox River Trolley Museum team.

See you in South Elgin.

Ed Konecki

Car Department Report



The Car Department recently released CRT 4451 to service. It is shown with Conductor Paul Kaufman boarding passengers at Castlemuir.

Cars **CA&E 20**, **CTA 4451** and **CNS&M 715** were lubricated by *Ralph Taylor* and *Joe Hazinski* just prior to opening day. Most of the service cars were cleaned on April 28, the Spring Members Day organized by *Laura Taylor*.

CNS&M 715 - *Bill Minerly* has started rebuilding the upper sash windows on the right (west) side of the car. Bill is often assisted by his sons Jim and Chris.

CTA 43 - The trolley harp carbon inserts are in good shape but will be inspected as the season goes on. Spares are on hand. The lightening arrester that was destroyed in a de-wirement last season has been replaced. The one-pole-up-at-a-time rule for this car is still in effect. A loose seat back was reattached.

CTA L-202 - *Jim Gonyo* and *Rich Anderson* lubricated this unit so it would be available for Spring Caboose Day. I installed a new CTA standard trolley rope as the old one had failed and was tied in a knot. Jim

and *Jan Gonyo* along with *Don MacCorquodale* made a special effort to clean **CTA L-202** and the **IC 9648** caboose interiors including washing the floors.

CTA 4103 - I have removed all the paint stored in this car which again is infested with at least one raccoon! The car is very unsanitary and will require special care in cleaning one the raccoon(s) is/are evicted.

W&SR 73 - The diesel was filled with cooling water and put into service on June 30th by *Fred Lonnes* so that overhead repairs could be made with **IC 9648** caboose without having the power on.

Please call me at 414-769-3241 any time. If I am not there the answering machine is, and don't worry about awakening me.

Joe Hazinski

Trainmaster's Report

The beginning of this year has been busy with the number of people riding on Mothers and Fathers Day. *Rich Anderson* assisted in the preparation of the crew schedules for the first half of the year and from his past experienced assured scheduled extra crew on these days. A new rule book was issued effective July 1, 2001. All operating crew members were sent their copy with the August to November bid sheet. A new closed book multiple choice test is being given to all new crew members and will be required by all existing crew members by May 1, 2002. Questions on test are weighted for grading based on safety. You could miss 4 questions and not pass if you miss questions like hand signals for stop or slow, meaning of red cone in center of track and that the dispatcher is the only person that can authorize movement of a train on the main line outside of the yard. On the other hand you could miss a number of questions and pass on non-safety related questions like a train running as extra will display white flags. The objective is to refresh the crew on items that we should know and to assure that everyone operating trains is knowledgeable of the basics. *Bill Minerly*, *Barb Pettijohn* and *Rob Taylor* have passed the test and are now working on their operator training. Three other members will be taking the test in the near future. With the new extension opening in the future, we will be requiring larger crews. Please give me a call (630-964-4366) if you are interested in being part of the operational crew or assisting in being an agent in our depot. I will provide you with the study materials and class time to prepare for the understanding of the material and taking the required test. I hope you can help and become part of our operating crew. *Laura Taylor* volunteers many hours each year as one of our depot agents along with being membership secretary. What you may not know is that she also volunteers at the Edward Hospital in Naperville and was recognized for volunteering more than 700 hours in 2000/2001 year, which was one of the top five people in total hours. She also received special recognition for volunteering more than 4,000 hours at Edwards. Congratulations Laura.

Jim Gonyo

Development Report

The ongoing activities of the Development Department have continued to concentrate on the Blackhawk Line Extension Project. As noted in earlier reports a projected budget to fully complete the line has been developed.

As earlier reported we were informed in mid July that State Senator Doris C. Karpel had set aside an additional \$100,000 for the Blackhawk Extension Project. These funds were received and deposited.

Track work on the extension was concluded with the installation of two crossings within the Forest Preserve. These crossings were installed by Swanson Contracting in Mid-April.

Plans for the installation of the overhead trolley wire on the extension were received April 28. Review and marking of the plans to show work completed earlier, and thus not part of the next Contract, have been completed and the plans sent out for pricing. Prices received for the work were in excess of the costs anticipated. Plans for the feeder line from the substation to the extension remain to be completed. Prices for work on the feeder line will be solicited as soon as design plans are finalized. With the cost for installation of the trolley wire and feeder line exceeding those anticipated, efforts will have to be undertaken to reduce the cost of this work.

Work on the design of the passenger facilities at Blackhawk is progressing. It is anticipated that prices for the construction of the waiting shelter and platforms can be solicited in August and that construction will be completed by the onset of Winter.

With all the elements that need to be completed for operation of the extension, the anticipated opening date will be no earlier than Spring, 2002.

Other activities of the Development Department include a focus on the other long range goals of the Museum, a Car barn and Education/Visitor's Center. Work has started on materials to raise funds to accomplish these goals. The success of future fund raising is dependant on timely completion of the current Blackhawk project that show outside funding parties what we can accomplish.

Fred Lonnes

Tree Attacks Trolley Wire

The magical attraction of tree to power lines once again happened on Monday, June 25th along the Museum's track, this time about 1000 feet north of the IC bridge, as an old dead cottonwood of over two feet in diameter came down to rest on our trolley wire and also the adjoining ComEd 12 and 34 kilovolt lines thus creating a black out in the area.

Though some of the ComEd wires snapped, absorbing the fall, others held along with the trolley wire to support the fallen tree until ComEd crews removed the bulk of the tree and made repairs to their pole line.

Wednesday, June 27th saw an advance Museum line crew out to remove a bracket support arm for the trolley wire which had been severely bent while also absorbing the fall of the tree. Preparations were also made for the installation of a new bracket arm and reattachment of the trolley wire.

This occurred with a second larger Museum volunteer line crew going out on Saturday, June 30th to complete the work required. Within a couple of hours the trolley wire was back in place and energized for trolley operation, as this was also the first day Saturday operation this season.

Chuck Galitz

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