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FOX RIVER LINES

m a g a z i n e



Issue 01-4, Winter 2001



Member *Fred Lonnes* oversaw a "flawlessly" executed plan to get AE&FRE No. 5 back home. On a bright sunny November 6 in Elgin, after being loaded on a special Silk Road Transport truck, driven by *Jim Sprague*, a happy and nostalgic *Ken Ward*, moved No. 5 onto the low-boy. Ken, was one of the engine's original engineers. It departed for South Elgin at 9:30am with a two car South Elgin police escort. Less than an hour later it was heading into South Elgin on IL Route 31- home again to be gratefully received by the Village and the Museum. Mr. Larry Jones, Village Administrator of South Elgin was instrumental in securing the donation of the locomotive by Mr. Dean Kelly, President Abbott Land and Investment Co.who enthusiastically and generously offered No. 5 to the Museum. Abbott Land and Investment Co. is the successor to Chicago Gravel Company.



Just like old times? Coleman, Illinois, circa 1961, with the Illinois Central Iowa Division bridge over the Fox River in the background. Not really . . . Ken Ward at the throttle of No. 5, November 2001. Ken passed here with No. 5 many times when he worked for Bob DeYoung.

No. 5 was purchased and placed in service by the AE&FRE in June of 1946 where it served until 1973. It replaced two electric locomotives (AE&FRE Nos. 23 and 49) to haul coal and other commodities from the Illinois Central Railroad interchange at Coleman to the Illinois State Hospital on the south side of Elgin. With the discontinuance of coal burning furnaces at the hospital, No. 5 was sold to Chicago Gravel Co. and worked at the Elgin pit where it labored for 28 years. Built in 1946 by the General Electric Co., the 45 ton diesel electric locomotive has worked faithfully for 55 years.

Ken Ward, Jim Sprague (Silk Road Transport), Fred Lonnes and Don MacBean pose before AE&FRE just prior to departure from the Bluff City Materials facility in Elgin, Illinois. Jim, Ken and Fred had just completed securing No. 5 on the low boy.





Back home among new friends, No. 5 joins other pieces of the Museum's collection.

Seen in the background are CNS&M 715 and CTA 43.

Larry Jones' interest in the locomotive stems from his childhood while living on the hospital grounds (his father was chief of security) where he rode No. 5. He wanted to see it return home and his desire came true. Larry recalls many trips with Bob DeYoung and *Ken Ward* on No. 5 going through South Elgin along IL 31 to Coleman.

While at Chicago Gravel Co. No. 5 moved cars of gravel to conveyors which sent the gravel to a screening and washing facility. Abbott Land and Investment Co. recently purchased Chicago Gravel and changed the mode of operation of the pit which excluded the use of the locomotive which plied the many miles of track in the pit.



AE&FRE #23, one of No. 5's predecessors, at Coleman, IL on August 7, 1944 on a Central Electric Railfans' Association fan trip.



In 1946, No. 5 took over from AE&FRE #23, seen here at the Elgin State Hospital on State Street in Elgin, IL on August 7, 1944. The occasion was a Central Electric Railfans' Association fan trip. The track at this location was only recently removed from State St. - IL Route 31.

The museum's three-mile line bordering the scenic Fox River was once part of a larger network of electrically-operated railroads that operated throughout the western suburbs. The line can trace its history to 1896, when the Carpentersville, Elgin and Aurora Railway laid tracks from Elgin to Geneva.

The railroad prospered in its early years, and by 1901 extended from Carpentersville to Yorkville, a distance of more than 40 miles. Through a series of mergers, it became part of the Aurora Elgin and Chicago Railroad. Split in 1923 from the line that became the Chicago Aurora and Elgin Railroad, it carried passengers until 1935 as the Aurora, Elgin and Fox River Electric Co.

**YOUR HELP
IS NEEDED**

**Museum Opens Locomotive NO. 5 FUND
to Cover Moving Costs**

While No. 5 was donated to the Museum, transportation and associated costs were not. The Museum urges members to support this effort by making donations to the "LOCOMOTIVEMOVE NO. 5 FUND." Checks and money orders can be sent to the Museum made payable to Fox River Trolley Ass'n, Inc. Donations are Tax Deductible. **Mail to:** Fox River Trolley Museum, Treasurer, P.O. Box 315, South Elgin, IL 60177-0315.

Don MacBean



A Year of Development

The year 2001 has been a good year for development here at the Museum. Some of the most significant events are membership related including our Spring Cleanup, the addition of train crew people and the issuance of a new timetable for our operating people. I am proud of the Membership Services Department in helping to get people together, and I am doubly proud of the way our Museum's newsletter, "Fox River Lines", has evolved into a professional publication providing Museum news to our members and our community partners. Progress on the extension into Kane County's Blackhawk Forest Preserve has been slower than expected but is moving forward. It will occur by the spring of next year. The design work for the Blackhawk station is done and construction will be completed by next spring. Our car department has also been busy, repainting our diesel locomotive as well as performing all of the important maintenance tasks that are necessary to creating a safe and educational operation. The track department has also been busy, as they have built a new switch on the mainline to serve the Museum's maintenance of way building. To each and every member and volunteer who has helped with these tasks, I want to offer you my thanks for your skill, dedication and time to move the Museum into the future.

As I said in my year 2000 message, as well as in the Museum's newsletter, the most exciting part of the Fox River Trolley Association is our people. The members and volunteers are the team that makes this organization come alive. Without you, our goals, dreams and aspirations could not be achieved. You and your contributions are the heart of our group-please keep up the good work.

It is important also to mention two groups of people who are not at this meeting, but who are some of the most important people to our organization-the public we serve and the community leaders that assist us in meeting our goals. Our visitors give meaning, focus and context to our efforts in preserving and operating our equipment. The relationship of our artifacts to people's lives is what creates the meaning that each artifact has in the broad brush of history. We ourselves focus on providing an experience of the history of electric railways to our

customers, and we place the history of our artifacts into the context of people's lives. Remember, we touch lives-one of the most valuable gifts that anyone can give to someone.

Finally, the community leaders, South Elgin Village Government and community organizations, The Elgin Area Convention and Visitor's Bureau, the people of the Kane County Forest Preserve Commission, the folks from the Illinois State Historic Preservation Council, The South Elgin Chamber of Commerce (SEBA), Preservation Partners of The Fox Valley, Illinois Association of Museums, Kane DuPage Regional Museum Association and many many more, without your assistance, energy and time, the Museum could not have progressed the way we have to meet our educational and capital goals.

To every one of you, I want to thank-you for your contributions to the success of our year 2001 season. I am looking forward to the excitement of the year 2002.

Ed Konecki

Getting the Line Up

Time, Trees and Temperature take their toll on the Museum's power distribution system sometimes known as "trolley wire." Add to the three T's the anticipated opening of the Black Hawk extension and a lot of work was added to the menu of the Chief Lineman and his department. See "Tree Attacks Trolley Wire" in "Fox River Lines" 01-3 for the Trees part. The changes in Temperature over many seasons affect the trolley wire, guy wires to the line poles and then there is the stretching of the wire over Time.

The pictures that follow are representative of the activities of the Chief Lineman and his crew to keep the museum's wire "uptight."

Chuck Galitz - Don MacBean



Trolley wire requires constant attention to keep it to the right taughtness and close to the center of track. Chuck Galitz and Don Zavacky seen here working from IC 9648 - September 2001.



Wire Train with No. 73 and IC 9648 working north from Coleman - September 2001.



Wire Train with No. 73 and IC 9648 during inspection trip passing DeYoung Junction - September 2001.

FRTM Members

Elect New Directors

Regular members elected *Chuck Galitz* and *Mark Petersen* as directors at the Fox River Trolley Association's Annual Members Meeting October 13, 2001. Both long time members of Fox River Trolley Museum, they bring a wealth of talent and experience to the director's position.

Chuck is the Museum's Chief Lineman and has served as Trainmaster and Assistant General Manager. He has had 25 years experience with ComEd and Midwest Generation in the power distribution and generation areas. Mark has worked his way up in the Operating Department of the Union Pacific Railroad where he is now Director, Transportation Services (DTS) for an area comprised of the former C&NW lines in Illinois and southern Wisconsin the old C&EI lines to Woodland, Illinois.

Welcome!

Don MacBean

The Cedar Rapids, Ft. Dodge and Fox River Railway

The what????? railway!?!?!?!??? Never heard of it you say! Well it is to be found on Fox River Trolley Museum track one west which serves the MOW - Maintenance of Way Building at Switch 54. And thereby hangs the tale oops the story.

The MOW building was completed late in 1993 but without a track to serve it. It was built to store track tools, motor cars and other track work equipment that were previously stored in the car barn and the Hollywood Shelter (ex CA&E). From 1993 to 2001 there was no way to move equipment into or out of the building by rail until November 2001. On Saturday, November 24, the last joint bars were installed and track one west was completed to the MOW.

Based upon information gleaned from past issues of "*Fox River Lines*," and reliable sources, the rail, rail attachments and switch came from the following railroads: CRANDIC (Cedar Rapids and Iowa City Railway), the Ft. D DM & S (Ft. Dodge DesMoines and Southern) Lehigh Branch and the AE&FRE (Aurora, Elgin and Fox River Electric Company). So we have The Cedar Rapids, Ft. Dodge and Fox River Railway! See "*Fox River Lines*" issues 93-4, 98-4, 01-2, and 01-3 for details on the building.

The pictures that follow are representative of the various construction stages of track one west and show the tremendous amount of manhours of labor invested by more than 20 museum members.

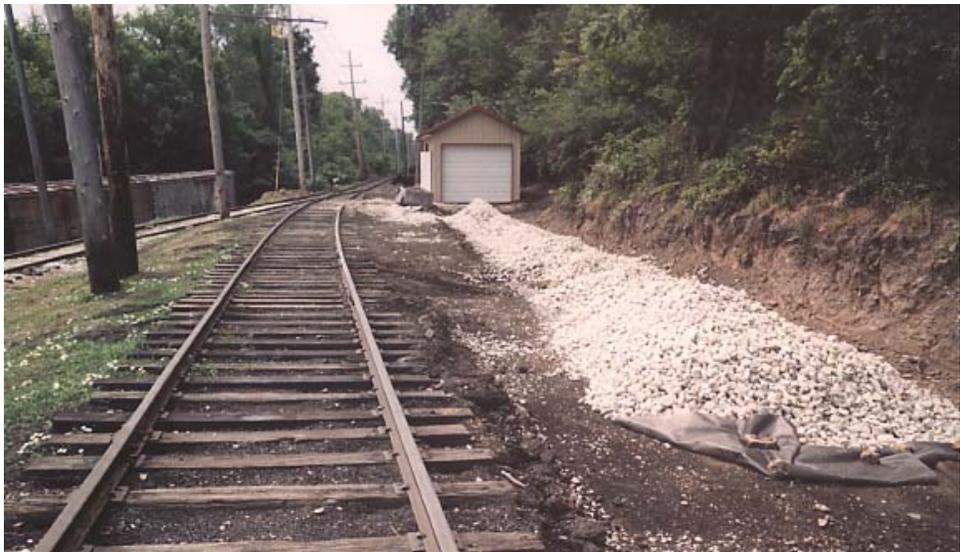
Don MacBean



The mainline is cut and switch ties being placed for track one west. Fred Lonnes at the controls of the front end loader - April 2001.



The frog from the CRANDIC is in place - April 2001.



The fresh stone in place ready for ties - July 2001.



The CRANDIC switch point being installed in the mainline - April 2001.



Looking towards the "MOW" on Track One West prior to ballasting - October 2001.



Ballasting and surfacing on Track One West - October 2001.

DEPARTMENT REPORTS

Membership Displays New Interest in Turnouts

Another year has passed and we are planning for the 2002 season. Members have been a great support in past seasons and will be in the future of our Museum. The way our members choose to help is a very important part of continuing the history of the railroad as well as trains of the past. Our 2002 membership renewals will be sent out in January 2002.

New faces as well as familiar faces were welcomed to membership at FRTM this past 2001 season and will be in the future. The 2001 Spring

Member's Day was a record hit and will continue to be in the future. Everyone of all ages helped in cleaning, repairing, lawn cleanup and training for operations. All of the effort was a great help in readying the Museum for opening day - Mother's Day.

The fall Member's Day on October 13 had a large turnout - undiminished by an all-day rain! This did not keep people from enjoying lunch, operating trains, renewing friendships and meeting new members. By the end of the day many were dripping wet and it was not sweat. Rain or shine we'll see you and your families at the 2002 Spring Members Day!

THANKS TO YOU ALL!

Laura Taylor

Car Department Accomplishments

Ben Rolling, *Chuck Galitz*, *Al Barker* and his *Grandson Patrick*, *Bill Minerly*, *Jim Minerly*, *Marty Tuohy*, *Harry Raynis*, *Ralph Taylor*, *Janet Gonyo*, *Don MacCorqudale*, and *Fred Lonnes* all contributed to a tremendous effort this fall to bring the fleet into condition. Highlights include:-

CRT 500: Heat now works in preparation for the "POLAR EXPRESS" this month.

W&SR #73: The engine sports a much needed new paint job.

CNS&M 715: Work is continuing on windows and doors.

CNS&M 756: Work on patching and protecting the roof continues as does the work to refurbish the interior.

CTA 4451: The inside of the No. 2 (south) train door has been prepared and painted.

CTA L202: Air system was serviced including replacing the governor.

The car department now has two shop vacs and shelving units for inventory. My grateful thanks to all who so diligently gave of their talents and time.

Joe Hazinski

Trainmaster's Report

Congratulations go out to our operating crews for contributing to making this season a success. Advertising assists in bringing people out to the museum to experience a part of history. Once the patron is there it is the agent and the crews and members responsibility to make that train ride and time at the museum a memorable experience so that they return and bring

or tell their friends that also become customers. A number of people that I spoke with this year have returned many times because of their love of trains and the good attitude of the volunteers at the museum. We will continue to build on this and keep the kids and parents interest high so that when the children get older they can bring their children out to the museum to blow that whistle!

Test results of the new test given to a number of current operators have been successful in validating the test. A number of short classes will be set up next year. The objective of the classes will be reviewing good operating procedures, reaffirm safety procedures, familiarization with extension and taking and passing the test prior to May 1, 2002. *Hiroaki Miyagawa* and *Marty Tuohy* have passed the written test and are now working on their operator training. *Barb Pettijohn* and *Bill Minerly* are also working on their operator training giving us 4 new potential qualified operators in year 2002. 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.

Best wishes for the New Year.

Jim Gonyo

Roadmaster Reports

Work continues on the track to the Maintenance of Way building - Track 1 West. Ties and rail are in and ballasted. A full story will appear in the next issue of "Fox River Lines." Renewal of ties at the South Coleman Switch is scheduled for spring.

Ed Konecki

2001 Gift Shop Features Visitors' Desires

Jan Tarbet and I were working hard to see where our gift shop visitor's interests were in buying. This year did very well for all ages of families, members railfans, men and women. Sales were up by 10 % and many items were sold out. New items this year that were big hits with shoppers. These included FRTM foxes, books, cameras, film, chips and cookies. New items are planned for the 2002 season as well some selections from previous years.

We hope you visited the Gift Shop this past season, if not, however, visit us in an exciting new 2002 season.

Laura Taylor

TENTATIVE 2002 PUBLICATION SCHEDULE

TENTATIVE publication schedule for "Fox River Lines" for 2002:

Issue	Submission Cut off	Distribution Date
2002-1	February 1, 2002	March 1, 2002
2002-2	April 1, 2002	May 10, 2002
2002-3	August 1, 2002	September 1, 2002
2002-4	November 1, 2002	December 15, 2002

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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, 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.



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