

- [Home Page](#)
- [Information](#)
- [History](#)
- [Membership](#)
- [News](#)
- [Cars](#)
- [Newsletter](#)
- [For Kids](#)
- [Links](#)
- [Trolley Fest](#)

# FOX RIVER LINES

m a g a z i n e



Issue 04-2, Summer 2004

## Car Department News



Car 20 during its rebuilding in the Wheaton Shops as of February, 1948.

Note the arched windows.

### CA&E 20

The keystone of our collection #20 has been on the "bad order" list since late July. Inspection revealed that motor leads and associated electrical cable and conduits on the south truck had failed. Space is very tight under #20 and it took many days of work by *Ralph Taylor, Bill Minerly and Jim Gonyo* to remove the old cables and replace them with new modern 600 volt "HYPALON" leads. In order to gain access one of the reversers and other equipment had to be removed. All other motor leads and equipment under the car were inspected during this process. A contactor coil was also found to be burned out. A spare was located in our stores and installed. Tracing and "ringing" out the control wiring determined at least one control wire was intermittently shorting out. New 600 volt "HYPALON"

was installed. #20 can be moved with two motors but no service operation will be undertaken until the electrical system has been repaired and tested. Work on #20 is very difficult due to very close quarters under the car. Valuable experience is being gained along with respect for the potential problems that can come up with a 102 year old interurban. As we went to press, *Raph Taylor* advised CA&E 20 returned to service Saturday, October 23, 2004. All rewiring and electrical parts replacements were completed.



**Rob Taylor painting  
CA&E #316 in early  
August 2004.**

## **CA&E 316**

*Rob Taylor and Ralph Taylor* have completed significant work on #316. Individual pieces of rotted car siding especially between the windows has been replaced and all exterior rotted siding has been replaced. Three broken windows were replaced. The car received an external paint job (maroon and cream), the old fashioned CA&E way, with a brush by *Larry Pearlman, Fred Zinke, Matt DelGuidice and Scott Herlache*. The "smoker" door has been painted. Lettering and numbering are next on the exterior as tracing and measuring were done to put them back in the right place in the right style. Electrically, burned out grid assemblies were repaired. It is hoped the interior floor can be painted and the new linoleum isle strip installed this fall. The "Local", "Express" and "Limited" flip signs have been repainted. The north end of the cars has seen substantial replacement of all rotted wood and re-installation of the destination sign light. Over the winter it is hoped to finish up the belt rail for installation next spring.

**Joe Hazinski, Ralph Taylor**

---



## **Our Audience?**

Last time, I wrote about the challenge of marketing and the need to tailor Museum facilities and programs to meet the needs and wants of our audience. However, we cannot create those programs until we know more about our audience. Who are they?

Who they are will tell us what they want. Is our audience high-school students who hold part-time jobs at coffee shops? Is our audience grandparents who are looking for a weekend activity for the grandchildren? Is our audience single parents who have weekend custody of their children? Is our audience people who are using the Kane County Forest Preserve Facilities? The number of our audience questions is limitless.

Nevertheless, unless we can answer the Is questions, we do not know what our audience needs or wants. Moreover, if we do not know what the audience needs or wants, we cannot create a Museum that serves them. We will not know what programs to offer. We will not know how to price our programs and services. Finally, we will not know how to promote our programs and services.

Here is a real example of not knowing our audience. A Fox River trail cyclist frequently rides along our demonstration railroad. One day, the cyclist sees people working on the track. Surprised, the cyclist asks the volunteers, What are these tracks for and where do they go? The volunteers explain that antique trolley cars run on the tracks between South Elgin and the Jon Duerr Forest Preserve. The cyclist gets excited and wants to take a ride. Until that conversation, the cyclist market did not exist.

All of us have our visions and goals for the Museum. But, our number one goal should be to know our audience. Knowing our audience will allow us to create the programs, events and activities that will make our Museum special and attractive.

**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.

---

## Cambridge Bluffs Development

Site preparation and preliminary construction started Labor Day weekend on the 14 acres south of the Museum and west of the railroad. Cambridge Homes is developing this property into a 73 unit townhome community to be known as Cambridge Bluffs.

**Ed Konecki**

---

## By-law Changes Adopted

On August 22st, a special membership meeting was held to count the ballots on which members voted to revise the Museum's bylaws. The change concerned changing the number of members needed at a meeting to constitute a quorum. Now the number of members required to be present to constitute a quorum is one-half the membership or 10, whichever was smaller. Previously the requirement was 25 members as a minimum. Earlier, at a previous meetings we were unable to meet the quorum requirement thus unable to count the ballots.

Any member wanting a copy of the bylaws can contact Bob Wayman at [bobwayman2@juno.com](mailto:bobwayman2@juno.com) or at the museums address.

**Bob Wayman**

---

## Help Wanted Please!

*"Fox River Lines"* is always looking help - pictures in particular. Pictures of activities at the Museum, pictures of historic import in relation to museum equipment, towns served and right of way are always very useful. Look around for scenes that are shot from different angles but portray the Museum in operation or at rest. Composition is important. In composing a picture - ask what am I trying to say or convey to my viewer. People in pictures are very important in that they can define what is being said and add dimension to the picture - size relationship to other objects. Pictures will also be considered for the 2006 calendar.

Submittal may be prints - black and white or color or digital (JPEG) files from your new digital camera. Please contact me for more information at Dmacbrr@aol.com or 630-665-2581 or at 817 College Ave. #5, Wheaton, IL 60187.

**Don MacBean**

---

## **Cincinnati Railfans Visit Fox River Trolley Museum**



**A freshly landscaped area at the Blackhawk station provide a good setting for the charter group picture with CTA (CRT) 4451 in the background.**

---

A group of twenty railfans from the greater Cincinnati, Ohio area spent a busy weekend in Chicagoland visiting railroad and trolley museums. Member *Frank Reese* suggested the group include a visit to the Fox River Line. Their Saturday itinerary included visiting Kenosha's streetcar line, East Troy Museum and the Illinois Railway Museum. Sunday, August 1, included two trips and several hours at the Museum. After leaving South Elgin their tour concluded with a trip on the South Shore Line from Chicago to South Bend where they boarded their vans home.



**Cincinnati charter members view and discuss work on CA&E #316 (south end) with AEFRE #5 and CA&E #20 in background.**



**CA&E #20 posed on track two.**



**CA&E 316, AEFRE#5 and CSL#6 spotted for pictures in front of the car barn.**

As can be imagined they were on a *VERY* tight schedule. Arriving at FRTM at 10:00am they almost immediately embarked on CTA (CRT) 4451 to Blackhawk Forest Preserve to see the new extension. Another trip was made on CNS&M 715. Both cars made photo stops at DeYoung Junction, Tredup's, Coleman and Coleman Yard. *Ralph Taylor* moved CSL 6, CA&E 20 and 316 and AE&FRE 5 into position for good picture taking. *Don Anderson, Jim Gonyo* and *Ralph Taylor* served as crew. Joe

Warkeney and Larry Fobiano were the "Tour Directors" of the group and helped to keep everything moving on schedule. The weather cooperated providing the right combination of clear blue sky and clouds. Thanks to all who made this one of our many charter successes this year.

**Don MacBean**



**What do railfans most often do? Take pictures, and this was no exception on the Blackhawk platform.**

---



**Happy, comfortable and satisfied riders completing a trip to Castlemuir in CTA (CRT)4451. Note the conductor *Don Anderson* at the rear.**

---

## **South Elgin Residents Enjoy Festival at County Park, Museum and Jon Duerr Forest Preserve**

On October 9 a Harvest Festival given by the South Elgin Parks and

Recreation Department provided pumpkins, hayrides, petting zoo, an old fashioned bake sale, food and fun at County Park next to the Museum. For the first time, a special free movie trains delivered riders from the Museum's Castlemuir station to the Jon Duerr Forest Preserve at 6 pm. Sixty five festival goers watched two Charlie Brown movies and returned by train afterwards. The pumpkins, over 800 of them, were raised by Parks and Recreation volunteers on the nearby Kenyon Farm and sold at County Park. Parks and Recreation is already working an even bigger and better event next year. Kim Wascher, Superintendent of Recreation, South Elgin Parks and Recreation Department, coordinated the event with the museum.

**Don Mac Bean**



**Charlie Brown of the famous "Peanuts" cartoon entertains a Harvest Festival audience of 65 at the Jon J. Duerr Forest Preserve.**



**Children enjoy a hayride around County Park next to the museum on the beautiful sunny day that was this year's Harvest Festival.**

---

## **Girl Scouts Hosted at Largest Weekday Charter**

July found our museum hosting its largest charter movement of the year. On July 23rd, The Fox Valley Council of the Girl Scouts of America chartered car 4451 for four round trips between Blackhawk and Castlemuir stations. The group, comprised of 125 girls ages 5 to 11, 24 aides (older girls), and about 30 adults, were drawn from communities all along the Fox River from Oswego to South Elgin as well as Maple Park,

Plano and West Chicago. They enjoyed several days of camping and nature-themed activities, which were held in the Jon J. Duerr Forest Preserve adjacent to the museum's Blackhawk station.

In keeping with year's themes of "Get all Fired Up" and "Orient Express," the scouts and scout leaders were divided into groups of about 50 each and boarded Chicago Transit Authority car 4451 for a one-half hour round trip. In addition to getting an excellent view of the Fox River and the wooded area that our line passes through, the girls were given an overview of the trolley's role in the development of the Fox River valley communities by member *Bruce Moffat*. The scouts learned that the trolley line formed an important transportation link between farms and cities in the valley in the years before the advent of paved roads and the popularization of the automobile.

Upon arriving at Castlemuir, the group was further divided into three parts and were rotated between *Bruce Moffat*, *Laura Taylor* and *Marty Tuohy*. They were given a tour of Chicago, Aurora and Elgin car 20 and the Illinois Central caboos, as well as learning about our 400 year old Oak trees. After having all of their questions answered, the scouts re-boarded car 4451 to return to the camp grounds. The process was then repeated two more times.

*Bob Wayman* was the motorman and *Ralph Taylor* superintended the power, making sure the sub-station worked properly. Thanks to careful planning and coordination between the Scouting council and our own *Don MacBean*, the entire day's activities ran smoothly.

Bruce Moffat

---

## Special Event Days 2005

The Museum's Board of Directors at its July 17, 2004 meeting announced the Museum's "Special Event Days" for the year 2005.

**Sunday, May 8, 2005** - Mother's Day

**Sunday, June 5, 2005** - Spring Caboose Day

**Sunday, June 19, 2005** - Father's Day

**Sunday, July 3, 2005, Monday July 4, 2005** - Red, White and Blue Dollar Day

**Sunday, July 17, 2005** - Model Railroad Day

**Saturday and Sunday August 20 and 21** - Riverfest Express - Trolley Fest

**Sunday, September 18, 2005** - Fox Valley Dollar Day

**Sundays, October 2 and 9, 2005** - Fall Caboose Days

**Saturdays October 8 and 15, 2005** - Harvest Festival

**Sunday, October 16, Saturday and Sunday, October 22 and 23 -  
Pumpkin Trolley**

**Saturday, October 29 and Sunday, October 30, 2005 - Halloween Ghost  
Train**

**Saturday, October 29 and Sunday October 30, 2005 - Haunted Trolley**

**Saturday, December 3, 2005 - Polar Express**

**Don MacBean**

---

## **Special Event Train News**

The museum's first venture into "Special Event Reserved Seat Trains" has taken off like um . . . um . . . like Santa's sleigh . . . *Up up and away!* Bob Blaus, Special Event Train Coordinator reports that since their inception in May:

- Over \$2500 in ticket sales has been generated from the Ghost and Polar Express Trains
- The December 4th Polar Express trains are SOLD OUT
- One of the newly added December 11th 5:00 PM Polar Express is sold out.
- The 4:30pm the October 30th Ghost Story Train was slightly **over sold** to accommodate a group, so two cars are needed for this run as well as the 7:00pm Ghost Train.

Pending near future sales, 4:00 pm and 6:00 pm Polar Express on Saturday, December 11th were added. Many organizations have expressed interest, but have yet to place their orders. As time permits, we are following-up their inquiries to get a better idea of their continued interest and possible ticket sales.

Interested??? Go to the Museums web site [WWW.foxtrolley.org](http://WWW.foxtrolley.org) and click on the "Reservations Page" to order your tickets TODAY!

**Bob Blaus**

---

## **Track Department**

This fall, the track crew will concentrate its efforts on the south part of the siding at Coleman. On our first weekend of work, we have replaced six ties. We have 14 more to go including one switch tie (ouch). Thank you to *Matt Del Giudice* for his help. After the Coleman work is complete, the track crew will switch locations and start tie replacements between Stop 54 and Stop 53.

Work continues to ready our donated ties for installation in track. These ties have Pandrol base plates (www.pandrol.com). The Pandrol System of securing rail to cross ties relies on an E shaped steel clip that locks the base of the rail into the base plate. In turn, the base plate fastens to the cross tie using a lock spike fastener. The lock spike, under most circumstances, is not removable. This means that a base plate does not readily come off the tie. Although it is tempting to start using the Pandrol System on our demonstration railroad, it is not historically accurate. Therefore, the base plates have to come off the ties, and the only way to do it is to cut off the lock spikes. The track crew is about a quarter of the way done, with enough ties available for the tie replacements between Stop 54 and Stop 53. The rest of the base plates will come off over the winter so the ties will be available for spring track work.

**E. J. Konecki**

---

## IN MEMORIAM

*Kenneth Naess, 77, a member of the Fox River Trolley Museum for 17 years passed away on August 20, 2004. An avid railfan, he and his wife Mary and daughter Karen were regular visitors at the Museum and participated in many activities. It was their custom in later years of Ken's life to visit and ride trains on Sunday afternoons. A resident of Elgin for 32 years he and his family lived "up the road" from the Museum just off Illinois Route 31. Ken was active in sales and teaching. Karen said of her father "He really loved trains." We will all miss him and his cheerful smile at the Fox River Line.*

**Don MacBean**

---

## Five Minute Quiz

Here are 10 questions about the Museum and where we operate. See how you do. Answers in the next issue of "*Fox River Lines.*"

### TRUE or FALSE

1. Chicago, Aurora and Elgin Railway number 20 is the oldest car in the Museum's collection.
2. The two large oak trees by the Castlemuir station are over 400 years old.
3. There is a memorial to two soldiers located in the Jon J. Duerr (Blackhawk) Forest Preserve.
4. Coleman Grove and the Coleman station of the Illinois Central (Canadian National) were named after the inventor of the Coleman Stove and Lantern.

5. The Museum is located on LaFox Street in South Elgin - once known as "Fox River Trail."
6. Two soldiers are buried in a grave site in the Jon J. Duerr (Blackhawk) Forest Preserve.
7. The gravel pit originally owned by the Illinois Central R.R. and its predecessors through which we operate was served also by the Aurora, Elgin and Fox River Electric Company and its predecessors.
8. The Museum opened rail service to the public on July 4, 1966.
9. The current "Castlemuir" station building was used to sell gifts and tickets on July 4, 1966.
10. There is a waterfall located in the Jon J. Duerr (Blackhawk) Forest Preserve.

**Don MacBean**



---

## **Railfan vs. Museum vs. Business Approach**

Many of our "museums" are really very large model railroads. Instead of HO, or Lionel, or even garden railways, we have real, streetcars, interurbans and railroad locomotives. If we preserve the trains and cars, it is only because we like our toys (don't ever accuse us of playing with toys, "We are preserving history.")

Some of our members have made railfan trips at least a part of their business. This may be in the form of a tourist railroad, or an amusement park ride, or as an adjunct to a transportation business. Some of these

facilities will preserve equipment at or as part of their program. But if they are a business, the business must be a priority, or there will soon be no business.

Some of the sites are museums. They have preservation plans and other documentation, recognized in the museum profession. Some are better museums than others.

If we hang out at the Museum we are probably a little obsessed by streetcars, interurbans and railroads. We probably all fall into one of these camps.

There is room for more than one view. There are artifacts that should be preserved above all else. This priority may prevent any use, which consumes, and operation will consume. There other artifacts which because there are many of them, or because they are compromised by deterioration use are used.

I find that we tend to assume that the others share our particular approach. We are quick to criticize if others don't follow our path.

Within this avocation/profession, there are too few resources, and too many projects. We get upset when someone's priorities are different than our own. But we too often fail to support that which we advocate..

Many of us are technically naive. We don't understand or have the skills to practice the technology that railroads, or museums, or businesses represent. Occasionally there have been wonderful technical discussions here about any number of details of interurbans, streetcars, rapid transit, railroading, or museums.. To often there is evidence of "pie in the sky thinking."

As a group we forget that there are just not that many of us who think that railroads and electric transit, interurbans and streetcars are the center of the earth. When we assume that all others share our passion we drive others away. The zealots are probably the least able to reach out to others, yet the zealots too often guide our thinking. Our successful business oriented members understand. If they make money they have fulfilled a need. Many of the museums (but not all) understand, they attract sufficient visitors to satisfy their funding sources (most of the visitors are not railfans).

A few of our members understand that they are not playing with toys . . . And appreciate their railroad equipment for what it is to them.

On the other hand many of us like to vent that all others are doing it wrong. We are mad that a museum is not working on our favorite interurban, streetcar, rapid transit car or railroad locomotive. (Or are just working on it too slow for our taste.) We are mad that a museum has chosen not to run a particular car. Of course to many of don't get involved by giving time, or adequate money, or by sticking our neck out by going into business.

It is easier to tell others what they should be doing.

## ***Editor's Note:***

*The article to the right is based upon a submission by Randy Hees to Railway Preservation News web site earlier this year and modified to reflect the Fox River Trolley Museum's situation. Randy is the manager of the Patterson House, a Victorian House museum, at Ardenwood Historic Farm in Fremont CA. He is the curator and former President of the Society for the Preservation of Carter Railroad Resources (SPCRR) who's museum and demonstration railroad is also at Ardenwood farm. He currently serves on the San Mateo County Transportation Authority's Citizen Advisory Board.*

---

## **Fox River Lines Staff**

Managing Editor—Don MacBean, 817 College Ave. #5, Wheaton, IL 60187  
(630) 665-2581 E-mail [DMacbRR@aol.com](mailto:DMacbRR@aol.com)

Layout and Graphics— Jack Sowchin

Fox River Lines is the official publication of the Fox River Trolley Association, Inc., an Illinois not-for-profit corporation. It is published four times per calendar year for distribution to members and friends of the museum. Reproduction of Fox River Lines, either in part or in its entirety, is strictly prohibited without prior permission from the editorial staff or the FRTA board of directors. Entire contents Copyright © 2004 Fox River Trolley Association, Inc.

**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.

---



[home page](#) | [information](#) | [history](#) | [membership](#) | [news](#)  
[cars](#) | [newsletter](#) | [for kids](#) | [links](#)

© 2005 Fox River Trolley Association