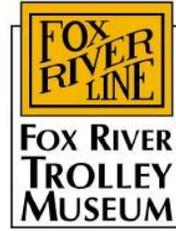


# FOX RIVER LINES

m a g a z i n e



Issue 05-3, Fall 2005

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## TEAM WORK-II

### Track Department Sets and Meets Goals in 2005



Roadmaster *Konecki* confidently oversees the progress of his crew on track two. From left to right: *Stan Nettis, Chuck Galitz, Luke Helm, Marty Tuohy, Matt Del Giudice* and *Ed Konecki*.

In the Summer 2001 issue of Fox River Lines (01-2) the theme of the magazine was TEAMWORK. The track department under Roadmaster Konecki's leadership exemplified that imperative in 2005. They set and met their goals. A real example for all of us to follow. See Roadmaster's reports elsewhere in this issue for details.

Among the goals set forth and completed were replacement of the bridge timbers and 13 ties in Ward's Bridge, 93 ties in tracks one and two, tie replacement in switch 54, lifting and leveling track on either side of Ward's bridge and on and on.

Important components not specifically mentioned in Ed Konecki's Roadmaster reports were people, time and organization. Ed put together a

group of hardworking members-young-middle aged-old-experienced-inexperienced-short-tall a real cross section of Museum membership to implement a track maintenance plan and achieve it. Included in this select group are *Al Barker, Patrick Barker, Rich Chapas, Matt Del Giudice, Chuck Galitz, Jim Gonyo, Luke Helm, Bob Hillman, Art Lemke, Fred Lonnes, Bill Minerly, Hiroaki Miyagawa, Tom Nagler, Chris Nelson, Stan Nettis, Mark Petersen, Jim Tarbet, Ralph Taylor, and Marty Tuohy* - twenty volunteers four of whom were under eighteen. These four young men are bringing new blood into the museum.

A keystone in the arch of success for the track program has been the use of e-mail to communicate with the track crew. They were advised of current and future work days and what is to be done and time schedule for each work day. Equally important was informing the transportation department of the work schedule to eliminate conflicts in time and track use. Swanson's crew also helped substantially with the tie replacement on track two.

Recently, one of our founding members of 1957 (RELIC), and retired BNSF Superintendent of Chicago Suburban Service, Dave Hoffman, had an opportunity to visit the Museum. His first remark after walking some of the track in the Castlemuir area was "Don, this track is in great shape, unbelievably better that when I left years ago."

Quite a 2005!!!! Kudos to Ed and his crew.

**Don MacBean**



## **Thinking about the Future - Trolley Succession Planning**

Last issue, I wrote about succession planning for our Museum volunteers. This goes hand in hand with succession planning for the Museum's historic trolleys. Succession planning for our historic trolleys is serious business. Unlike static museums, our Museum is alive. Our trolleys move; they spark, they make wonderful noises. Riding a Fox River Line trolley is not just a 4-mile round trip, it is an incredible emotional experience. It is an adventure that makes our Museum a vital destination and place for families from all over. If this incredible experience is to delight future visitors and families, we must plan for succession not only of people, but of our trolleys.

Our trolleys have been running every season since July 4, 1966. Back then, our historic equipment consisted of older electric cars that had, for the most part, been out of revenue railroad service and in storage for only 3 to 9 years. Today, 39-years later many of these same historic electric trolleys are still at the Museum and some are still in operation. These trolleys have now been out of revenue service for 49 to 55 years, and they are now between 75 and 103 years old! And as our historic trolleys have carried visitors and families for the past 39-years, the volunteers and friends of the Museum have worked tirelessly for the past 39-years to maintain these antiques.

Yet, I keep thinking, will these trolleys still be here and serving our visitors 39-years from now in 2044? In 2044, CA&E car 20 will be 142-years old! How long can a trolley last? Technically, a trolley can last forever if you have the skilled people to make and replace broken parts. But if you keep replacing a trolley's parts, is it still the same trolley?

Have you ever heard about the story of George Washington's axe? In the story, the axe George used to cut down his fathers cherry tree is on display at an unknown American museum. This axe has had its head replaced twice and its handle replaced several times no part of the original axe remains! Yet the unknown American museum says its still George Washington's axe. BUT is it really the same axe? George Washington's axe is an example of Theseuss Paradox (Plutarch-Vita Thesei, 22-23), or more commonly— "the replacement paradox."

Bringing the replacement paradox home, please think about the next 39-years. As Museum volunteers continue to replace pieces of CA&E car 20 to maintain the unit in demonstration operation, how many parts will the Museum replace before car 20 stops being car 20?

*(Continued in the next issue.)*

**Edward Konecki**

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## 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.

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### DEPARTMENT REPORTS

## Road Master's Reports

# **May 21, 2005**

## **Restrictions and out of Service Tracks**

Track bulletin restricting speed on switch 1W to 5mph is in effect until final work on points is complete.

## **Right of Way Signs**

Luke Helm is researching free providers.

## **Track Maintenance Equipment**

AT&SF Motor Car operation, Tie inserter status pending, Jackson tamper operational, CNS&M Motor car undergoing repair.

## **Track Construction**

Construction of 200 feet of track from driveway north completed April 1, 2005. Used 12 rails; Rail RAA 9020 OH Inland USA October 1929, Drilled 6x6x6; 13 railends cut off and re-drilled. Brought 110 7"x9' #1 relay ties; used 15 Museum to support rubber grade crossing.

## **Track Maintenance, Repair, and Renewal**

March, 2005 - 84 ties replaced Castlemuir track 2; 6 ties replaced Castlemuir track 1.

April, 2005 - 25 tons CA-7 ballast spread on track 2, track leveled and tamped 519 feet Castlemuir;

April, 2005 - Proposal for Weedpatch signed for herbicide application scheduled for June 2005.

May , 2005 - 3 ties replaced track 1 June 15, 2004

## **Track Material Donations and Purchases**

Purchase of 25 tons of ballast

Purchase of replacement of 40 tons in track 2 (expanded to 90)

Purchase of missing components of CRANDIC switches

## **Upcoming Projects**

June 2005 - Tie replacement, Mainline switch 54;

June 2005 - Tie replacement, Ward's Bridge (Special note , because of limited work space, only four people will be performing this work.)

## **July 15, 2005**

### **Restrictions and out of Service Tracks Speed restrictions**

Track bulletin restricting speed on switch 1W to 5mph is in effect until final work on points is complete.

Track bulletin restricting speed on Ward's Bridge and 100 feet north and south is in effect until final surfacing complete on north bridge approach.

### **Track Maintenance Equipment**

AT&SF Motor Car operation, Tie inserter status pending, Jackson tamper operational, CNS&M Motor car undergoing repair.

### **Track Construction**

Non-quoted estimate on re-building car barn lead track and installation of two switches.

Approximately 424 feet of track complete less steel @ \$70 to \$85/foot \$29,680 to \$36,400.

Two track switches complete less @\$8,500 each: \$17,000.

### **Track Maintenance, Repair, and Renewal**

May 2005 - Six ties replaced north of Ward's Bridge.

June 4, 2005 - 13 ties replaced on Ward's Bridge; bridge timbers installed.

June 18, 2005 - Three joint bars repaired track 2; track gauge problem corrected on track 2 about 50 feet south of switch 54;

June 25, 2005 - two ties replaced on south abutment of Ward's Bridge; south of west rail leveled and lifted for 40 feet south of Ward's Bridge;

July 1, 2005 - Herbicide applied by Weedpatch to all AE&FRE track and all FRTA track in Castlemuir as well as substation yard, material piles and building edges.

July 2, 2005 - East rail cross leveled and lifted for 40 feet south of Ward's Bridge;

July 9, 2005 - Receipt of sample bottom ash from University of Notre Dame; comparison to existing ballast is a good match.

### **Track Material Donations and Purchases**

Purchase of track bolts

Purchase of Herbicide application

### **Upcoming Projects**

July - August 2005 - Level north approach ; Tie replacement, mainline north of switch 54;

September 2005 - Create sluice at stop 52; dig culvert and start removal of silt from track and right of way.

**Edward Konecki**

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# Archive Storage

At present, we do not have climate-controlled storage to properly store photographs and delicate documents. Museum Services wants to relocate to a climate-controlled site.

## **Former archive storage is:**

AAA Self-Storage, 1690 Shannahan Dr. , South Elgin, IL  
Non Climate Control 10'x10' x8' , 800 cu. Ft. @\$65.00/month, \$0.81 cu ft.  
Annual Rental \$780.00Rental Paid through June 30, 2005

## **Current archive storage is:**

Chicago Land Storage 1205 S. Neltor Blvd., West Chicago,IL. (On route 59, two blocks north of Route 38)  
Climate Control 7'x 10'x 8' @ \$79.95/month, \$.143 cu.ft.  
Annual Rental \$815.49 (\$949.40 less 15% discount of \$143.91).  
Annual increase \$ 35.49.

New storage space is being well used. It is open by anyone to see progress to date. Donations of historical material relating to the Museum's mission are encouraged. Shelving is erected; the space holds small artifacts, donated historical papers, photographs and all AE&FRE archivable records. More shelving will be acquired and installed during the winter season. The Steve Lusted collection has been processed and is ready for use (acid free folders and boxes - labeled and in order). Mr. Ed Tredup donated 1920's AE&FRE annual passes. Edward Spitzer of Naples FL donated a collection original photographic negatives and slides from the 1950's about the North Shore and Illinois Terminal. These are currently being inventoried and processed.

Marty Touhy

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## **HELP! ! ! !**

There are many many activities going on at the Museum that should be reported in "*Fox River Lines.*" But they are not. All we need, to paraphrase the U. S. Marines, is "*A few good reporters.*" There are a few department heads that make reports and there are others whose "plates are full" carrying out their responsibilities which at the same time have stories worthy of being in print for the benefit of the membership.

Being a reporter or correspondent for the newsletter can be helpful to a members knowledge and understanding of the Museum its goals and mission. Submittal requirements are very simple and easy to do. An e-mail addressed to me at DmacBRR@aol.com will get the story to me. It can be part of the e-mail or an attachment to it either an MS-Word or

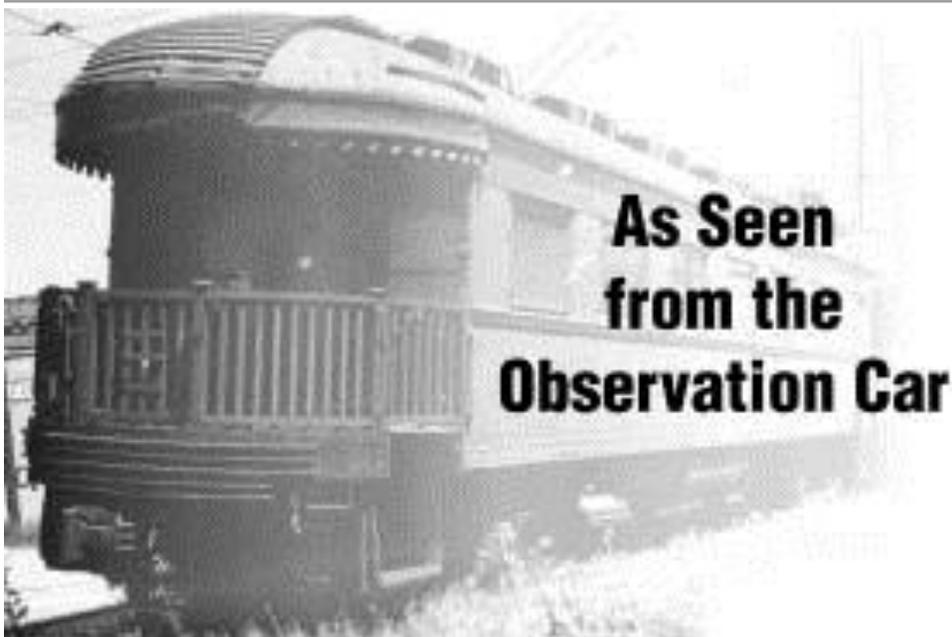
WordPerfect or a text document will do.

Pictures can be scanned and sent as JPEG files to accompany the stories.

Looking forward to hearing from you.

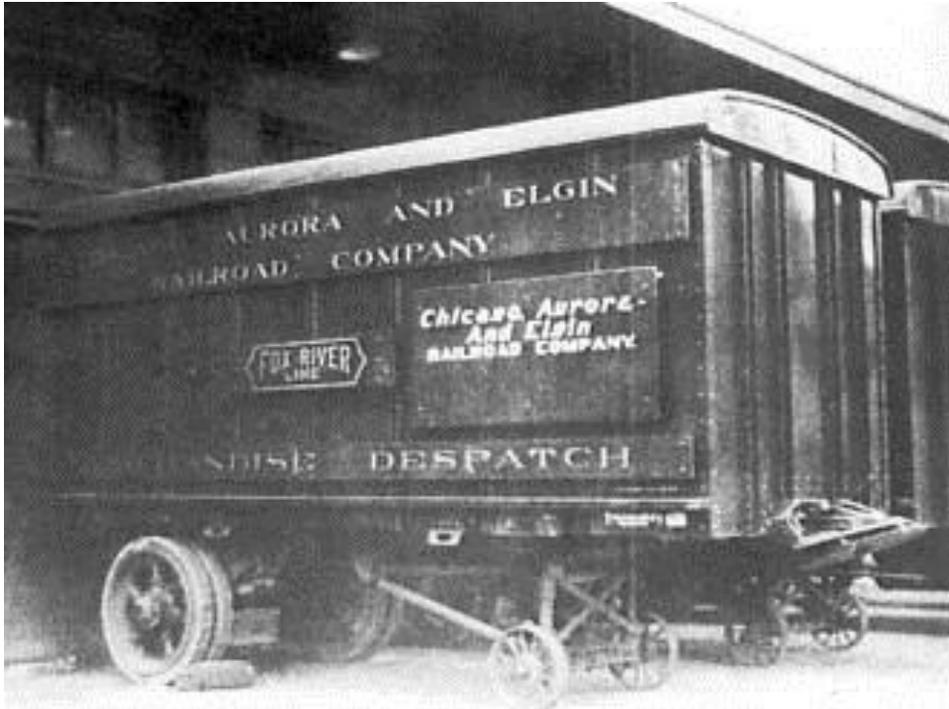
**Don MacBean - Managing Editor**

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As promised, here are the answers to the quiz. How did you do?

- 1.** The first car in our present current collection, to arrive at what is now Museum grounds was at one time:  
**d. All of the above.** The car was variously numbered on the lines indicated.
  
- 2.** The first car in our present collection, to arrive at what is now Museum grounds arrived in:  
**b. 1959** CA&E car "C" was re-lettered as AE&FRE 7 and "home routed" to the AE&FRE at Coleman interchanged with the CMStP&P at Renwick according to member Ed Allen who was working for the CA&E in 1959.
  
- 3.** The use of the name "Fox River Line" by a museum or interurban line first originated with:  
**g. (not shown)** The Chicago Aurora and Elgin Railroad. *See picture.*



**Unnumbered 10-ton CA&E trailer circa early 1920s at an unknown location. Note *Fox River Line* logo.**

4. The oldest car (builders date) in our collection saw street car service in Chicago.

**False** - Soo Line caboose 130 was built in 1887 and is our oldest car.

5. The newest car in our collection (based on builder date) is:

**a. CTA 40 b. CTA 43** - built in 1959.

6. That portion of the Elgin, Aurora & Southern Traction Company (AE&FRE) over which we operate was opened for regular passenger service between Elgin and Geneva on:

**b. June 30, 1896**

7. When the museum first began operating trains on July 4, 1966, the first train went from Castlemuir to Coleman yard.

**False** - to about stop 54

8. The Aurora, Elgin and Fox River Electric Company ceased interurban passenger service in March 1935.

**True**

9. When CA&E 11 (Line Car) arrived at what is now Museum grounds it was owned by Fox River and Eastern Electric Railway (Free Line).

**False**

10. Which car, when it arrived at the Aurora, Elgin and Fox River Electric Company property was "an empty home routed" car:  
c. **AE&FRE #7**. See answer to question #2 above.

**Don MacBean**

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