

FOX RIVER LINES

m a g a z i n e



Issue 07-1, Spring 2007

A Friend in Need Is a Friend Indeed . . .



An arborist from Kramer Tree Specialists studies the broken limb for removal.

. . .Thanks Kim Wascher!



An old English Proverb has it right when it applies to Kim Wascher of South Elgin's Parks and Recreation Department. Kim called me at 4pm on Thursday, May 31. She was on her way by the Museum and called me to ask if I knew there was a huge tree limb

at the driveway across our wires and a car. I said no and asked her to further describe the scene after thanking her for letting me know, I called *Ed Konecki* and asked him to call *Ralph Taylor* while I contacted *Chuck Galitz*. Thanks so much Kim, for your interest in and help to the Museum - part of the "Village that cares" spirit of South Elgin.

After several tries I reached Chuck who was not too far from the area and we met at the Museum. Chuck surveyed the damage that thankfully did not touch 5001 or the trolley wire, only taking down lines to platform and driveway lighting. The branch which partially obstructed use of the driveway required cordoning off part of it and the area around the tree. Chuck made a call to Kramer Tree Specialists and they came the next day to remove the branches, shred the limbs and leaves and cut the branches into smaller parts. By Sunday there was no evidence of the damage except some sawdust. Some of the wood will go for the campfires of the Halloween Hiawatha special event train.

Due to heavy rains and severe wind we lost two major branches on the 475 year old north oak tree. The loss of one of the major limbs (diameter 16") leaves a gaping hole on the northwest side of the tree. Both of our heritage oak trees have suffered major damage from wind and rain storms during the past three years, materially affecting their appearance and viability.

Don MacBean



Special Events at the Museum

A Guest Message from the Treasurer

We all have special events in our lives. At the Fox River Trolley Museum special events occur when we do an activity for the visiting public greater than our normal day to day operation. These are listed on our calendar, and appear in our promotions and advertising each year. In many cases they provide the incentive for visitors to come see the museum, and also provide additional income, both of which are important ingredients in the museum recipe. Special events have become an important aspect of our museum, and of other museums as well. In fact, every time that I attend an Association of Railway Museum's conference, special events is always one of the topics covered.

Special events though, can be a finicky thing. While some events go over blockbusters, others wither, and some don't even see the light of day. First an event has to be thought of, then examined to see if it's feasible or not to do. In other words, do we have the wherewithal to carry it out to completion? Just like everything else at the museum, a special event will require time, equipment, money, and people. Of course these are the same commodities in short supply already in most other areas of the museum.

In order to have some continuity in our special event undertakings, also to find and share the methods for successful special events, and using our resources as best we can, there currently is a Special Events Committee studying and preparing policies and procedures for creating and administering special events at the Fox River Trolley Museum. If you have any ideas or comments that you would like to share with the committee, please contact either myself or any of the other committee members:

Bob Blaus, Luke Helm, Jr., Don MacBean, or Dan Zedan.

Chuck Galitz



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.

Very Recent Museum Happenings

With the advent of "good weather," in Illinois parlance, anything time after March 1st, a number changes haven taken place at the Museum, some good and some bad. Weather has been hard on our power distribution system and one of our "ancient oaks." See "A Friend Indeed" article.

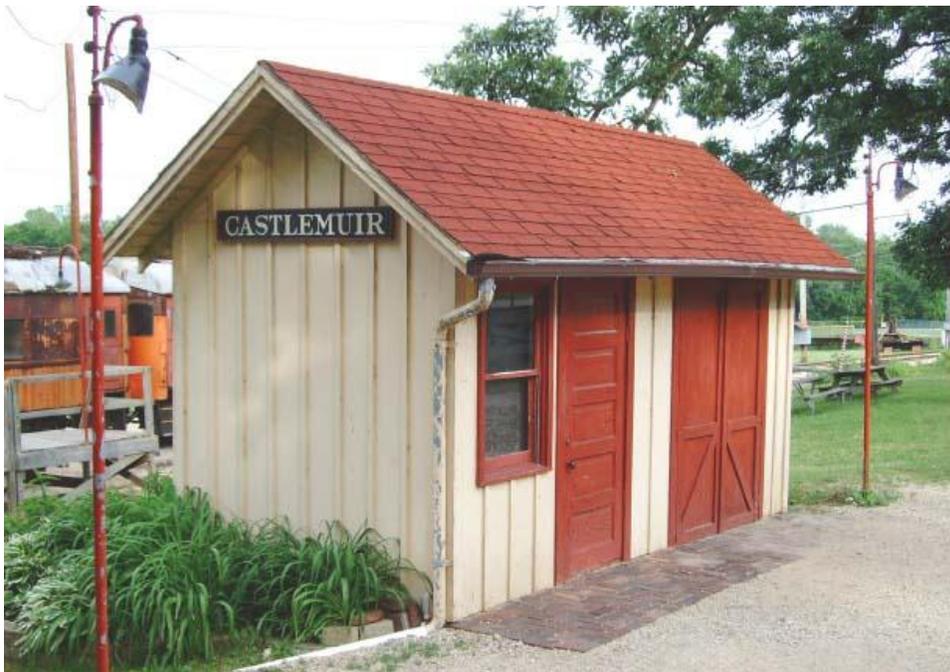
Major changes in the Museum's appearance occurred when track three north was rebuilt north of the pedestrian crossing to better accommodate the weight of the two CSS&SB cars. Muni 1030 was moved to track one.

During the reconstruction of track three north, our venerable Jackson Electric Tamper Generator (acquired from the CA&E by Bob DeYoung 60+ years ago) failed. It was later acquired by RELIC when it bought the AE&FRE from Bob. See Track Fun for details.

Five poles, donated by Aldridge Electric, to replace aging poles at tracks two and three north were delivered with three in place and two waiting installation.

A team led by *Jan and Jim Gonyo* installed brick paving in front of the Castlemuir Depot. This will alleviate tracking mud and gravel into the Museum's Gift Shop and Ticket Office. Jan also painted the new "Visitor" parking sign.

Don MacBean



Guests at Castlemuir Station and Gift Shop are greeted by the new brick work that give them a firm place to stand and that keeps gravel and water out of the building.

Visitors are directed to the Museum's parking area by our new sign, courtesy of Jan Gonyo.

Cash Income and Expenses 2005 vs. 2006

INCOME	2005	2006
DUES	\$5,543	\$9,369
DONATIONS	\$24,039	\$24,809
MISCELLANEOUS INCOME	\$8,607	\$7,844
STORE SALES	\$10,255	\$9,810
TICKET SALES	\$27,731	\$29,035
TOTAL INCOME	\$74,175	\$80,867
EXPENSES		
ADMINISTRATION	\$29,399	\$23,511
CAR MAINTENANCE	\$2,421	\$944
ELECTRICITY	\$2,653	\$1,904
FACILITIES MAINTENANCE	\$1,844	\$1,990
MEMBER & MUSEUM SVCS	\$17,230	\$18,493
STORE STOCK	\$6,245	\$3,859
TRACK MAINTENANCE	\$9,948	\$3,783
TOTAL EXPENSES	\$69,740	\$54,484

INCOME LESS EXPENSE

\$4,435 \$26,383

Chuck Galitz

Quality Family Time at Fox River Trolley Museum

Editor's Note: The Fox River Trolley Museum historically has been composed of primarily of single folks following their hobby of "railfanning." There have been notable exceptions, The Taylors come to mind. It is important, in the view of the editor, that families that contribute to the success of the Museum by their efforts be recognized. Hence this article. Members are urged to submit similar articles about other families and their contributions.

We had been coming to the Fox River Trolley Museum for many years before we started participating in some of the activities to support the museum. There were events at the Museum such as Haunted Trolley and Pumpkin Trolley that attracted us and of course we came to Member's Day and took our turns at being "motorman." These all attracted us as a family. We all enjoyed our visits and the events; even our daughter Alyssa, (now in her late teens).

Over the years, we noticed at the museum and at the events, we always saw the same people organizing the events, and staffing the museum. It became obvious to us all, that we needed to do something to "give back" to the museum for all of the enjoyment we have had from our visits. We also noticed that nothing seems to get newer with age, and that unless you put in the effort, the collection will gradually fadeaway.

The Hillman's have made a family event over a period of years of their volunteering at FRTM , setting a continuing example for all members.



Member Tracey Hillman and husband Bob give CTA 43 a good cleaning at members day 2001. Daughter Alyssa has assisted for a number of years on the "Polar Express."



We all agreed that the Museum would be a great place for us to focus our volunteer efforts - there was so much we could do in areas that interest us. For example, our daughter who has a drama background, likes to help as a car hostess on the Polar Express. My wife, Tracey, prefers to work behind the scenes, so she helps prepare the hot chocolate for the Polar Express trains. I do whatever needs to be done. We also come out to help clean the cars on the Spring clean-up day. While the work is never easy, it is all for a good cause, and we feel better about ourselves for doing something to help, and not just complaining about what does not get done. Along the way, I personally have learned some new skills about things I knew nothing about before I worked at FRTM.



Bob Hillman working on L202.

We have also enjoyed getting to know the many pleasant, dedicated and interesting people we have met and worked with at the museum. It has always been a nice place for us to go and get away from the daily grind.

Bob Hillman - Luke Helm, Jr.

Making Tracks

Keeping the Fox River Line in continuous operation after 111 years requires more than just switching motors on and rolling on out of the car barn. Thanks to Roadmaster *Edward Konecki* and the Track Team volunteers, the museum's scenic three and a half mile line attracts visitors from far and wide. It's no surprise that Geoffrey Baer, and his WTTW crew chose to film a segment of his travelogue "Fox River Valley" at the museum last summer.

The following is a summary of Track Fun from November 2006 through May 2007 as reported by Roadmaster Ed.

Scrapping Old Ties

At the last get together on November 25, 2006, *Fred Lonnes, Jim Minerly, Chris Nelson, Stan Nettis, and Edward Konecki* collected enough scrap railroad ties to once again fill up the 30 cubic yard dumpster with the old ties that were along side the track between Ward's Bridge and Coleman. At the same time, they installed additional rail bonds on mainline.

Great Turnout for Tie Installation in Castlemuir Car Barn Lead

The gathering on Saturday, April 21, had a great turnout! Frank DeVries of the Illinois Railway Museum Track Crew joined the Track Team for the day. Everyone had a good time getting the winter cobwebs out of their system. As a result, they changed 11 ties on the car barn lead (one more than the goal). It was great to see familiar faces again and fun catching up.

In the morning, the team pulled and inserted the 11 ties and, with the help of our younger Team Members *Chris Nelson* and *Patrick Storm*, got the east side all spiked up. At noon some team members had to leave, so the work slowed down a bit. However, the team finished gauging the track by spiking up the west side before calling it a day.

A Long, Busy Weekend in April

On Thursday, April 26, the Jackson Electric Tamper Generator was reunited with its engine. The generator was started and the voltage output checked for 120 Volts on all four tamper outlets as well as the regular 120 Volt outlets for regular tools.

On Friday, April 27, two semi-truck loads of CA-11, ½ inch limestone was delivered to Castlemuir for this years tamping and surfacing in the Castlemuir yard. Most of the two loads are destined for Track-3 North and the remaining stone is to help finish the surfacing of Track-2 just to the south of Switch 21.

On Saturday, April 28, the goal was to level and tamp the 60 feet of track in the Car barn lead that the team changed ties on the previous week. The old Jackson Electric Tamper Generator started up and off they went. Every tie on the 60-foot stretch is now snug and the car barn lead is cross-leveled. The team finished up at 12:45 p.m. in time for the day's switching movements. That afternoon, Operating Department Members worked to move our San Francisco PCC streetcar 1030 from the end of Track-3 North to a new storage location on Track-0. To make this happen, the Operating Team also had to pull our two CSS&SB cars south along the car barn lead and to the end of Track-5, just outside of the car barn. Once all of the switching was done, Track-3 North was completely bare of equipment, which set the stage for Sunday's track fun!

On Sunday, April 29, the goal was to cross-level, lift, and tamp the north 80 to 100 feet of Track-3 North so the track would securely support the Museum's South Shore cars when they were pushed back north from the

car barn lead. Members *Chuck Galitz and Casey Tractor* worked to move the limestone onto the track while *Ed Konecki, Chris Nelson, Mike Tyl, and Bill Minerly* worked to set the jacks and lift the track to the appropriate levels. Then, everyone that day worked to use the Jackson Electric Tamper to push the new ballast under the ties of the raised track. Thus, providing a good solid foundation for the ties. The team finished about 5:30 p.m. with a nice looking piece of track for the north 90 feet.

Again, thanks go to Museum members *Al Barker, Chuck Galitz, Fred Lonnes, Bill Maloney, Bill Minerly, Jim Minerly, Chris Nelson, Patrick Storm, Kathy Tyl, Mike Tyl, and Edward Konecki* for their efforts. A special thank-you goes to Frank DeVries of the Illinois Railway Museum Track Crew for joining the team.

Equipment Woes

Unfortunately, the Track Team had a problem with the Jackson Electric Tamper Generator. Just as they were finishing up, they noticed a strange smell coming from the generator. The unit was shut down and the lubrication levels checked. The side of the generator that had been repaired was great. However, the side of the generator that had not been repaired would not hold oil, so it just ran out the bottom. That meant the Jackson would be out of service again until the Track Team can make repairs. The Jackson tamper is a critical piece of equipment to the Museum. Roadmaster Ed thinks it is time for the Museum to acquire either another complete Jackson tamper generator or acquire a spare generator. Our Jackson is a little over 60 years old and is original to the Chicago Aurora and Elgin; no wonder it's a bit cantankerous!

Thanks to member *Chuck Galitz*, the Jackson Generator has been repaired and put back into service. At the same time, Chuck taught Roadmaster Ed how to reassemble it.



New Jackson Electric tamper generator at home in the Maintenance of Way Building.

May Track Fun

On Friday, May 4, track team member *Fred Lonnes* took a trip to Glen Carbon, IL. area to pick up a replacement Jackson tamper generator set. The Museum's Board and Management Committee authorized the purchase of replacement units that will allow the Track Team to continue its tamping and surfacing work this year. In addition, the replacement units will provide protection for our antique tamper generator, which was purchased by the Chicago Aurora and Elgin in 1943!

Thanks go to Fred Lonnes for his efforts in getting this critical piece of equipment in time to complete the Track 3-North surfacing project.

Surfacing of Track 3-North, Castlemuir

On Saturday, May 5, the track team, using a NEW Jackson Generator Set, leveled and surfaced 110 additional feet of Track 3-North at Castlemuir. In addition, the team finished the tamping work from the previous Sunday on the northern 30-feet of track 3-North.

On Saturday, May 12, the Track Team replaced, spiked, and tamped 14-ties on the mainline and finally reached the Stop-53 Marker. This put the team on the way to Stop 52. With locomotive 73 as the air supply, the team got to use the air spiker for the first time this season.

After putting in the ties, the Track Team then worked with ace tree cutter Chuck Galitz to remove a tree north of Stop 52. The tree had broken and fallen into the feeder wire. Chuck taught and demonstrated for the team good safety practices for tree and brush removal.

Stop 52 Culvert Update

Last October, the Track Team worked to reopen the Stop 52 Culvert. In addition, the Team built a retaining wall west of the track to stop the erosion on the gully that leads to the Stop 52 culvert. Well, the culvert has stayed open through the spring and the gully has poured its silt into the area behind the retaining wall (and not on the track or in the culvert). The team will still have work on it again in the fall. The next step is to build a retaining wall further upstream to retain the water and silt there. In addition, the team will have to shovel out the silt that found its way into

the culvert.



Last season saw the completion of a retaining wall at the culvert near Stop 52. This has stemmed the flow of water and clay over our tracks.

Tamping Car Barn Lead and Track 3-North

On Saturday, May 26, the Track Team changed ties on the mainline continuing from where they left off on Saturday, May 12th. Everyone had an opportunity to learn the proper technique for removing old ties, scarifying for the new tie, tie insertion, hand spiking, and final tamping and dressing of the new tie.

Thanks go to *Al Barker, Chuck Galitz, Fred Lonnes, Bill Minerly, Chris Nelson, Patrick Storm, Edward Konecki, and Casey Tractor* for their efforts in May.



W&SR 73 and CSS&SB 7 and 14 take their place on the newly rebuilt track three north.

Remaining Plans for 2007

Plans for 2007 include:

Installing 50 ties between Stop 53 and Stop 52 in May and June.

Surfacing Track 2 at Switch 21 Castlemuir and applying herbicide in June.

Removing wash-in material at Stop 52 in July and August.

Installing 25 ties between North and South Coleman Switch on the mainline in August and September.

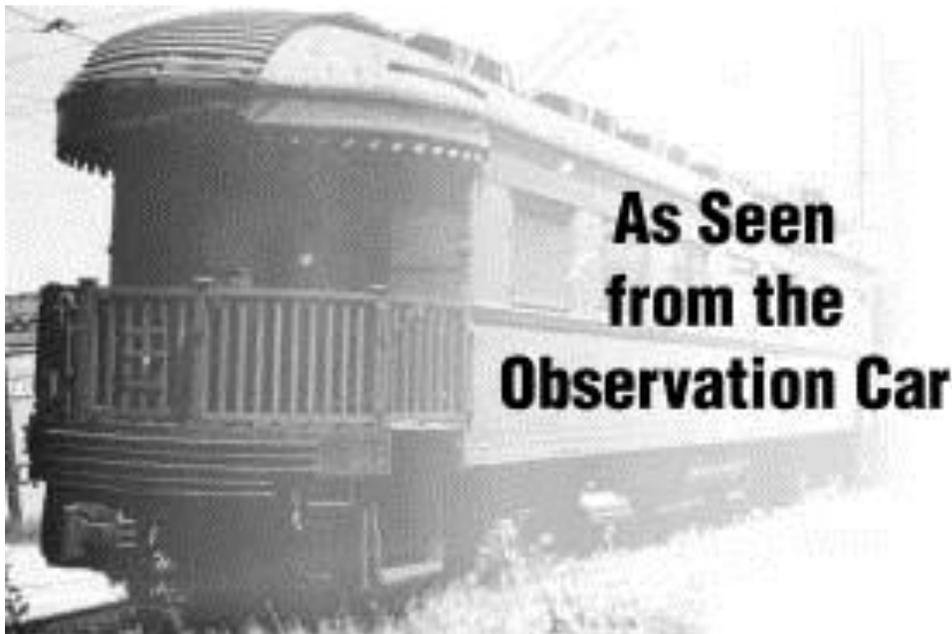
Performing the preparation work for rebuilding Track-1 at Castlemuir and for the installation of NEW Switch 20 at Castlemuir in October and November.

Cleaning up the right of way in November.

Russ Friend, Ed Konecki



The friendly rural atmosphere of the Museum's Castlemuir grounds invites our guests to relax and enjoy themselves before or after a pleasant ride along the Fox River and through the Jon Duerr Forest Preserve. Note the family groups.



Management by Example . . .

Coaching

In the sports arena successful coaches achieve as much deserved fame and recognition as the players they coach. You know the Ditka's, Jackson's Holsts, etc. It works in the sports business whether collegiate or professional. In fact corporate management for even large corporations have taken this concept and implemented it in corporate governance. Studies of smaller family businesses that have evolved into successful large businesses show management in the "coaching" mode is the management mode that helped lead to success.

What is coaching? How does it work? Webster says 1. "to train intensively (as by instruction and demonstration)" A lot more than being "just one of the guys" a coach in many ways is but part of them in group dynamics. How are results achieved? Encouragement, participating in goal setting by participants. Setting the example in front of others, having done it with others that being led. . . . demonstration showing how and doing it . . . more than just an intellectual exercise and understanding but *doing*.

Our president, *Ed Konecki*, is also the Museum's "Roadmaster." Traditionally on a railroad or interurban a "Roadmaster" is the "on the ground" (no pun intended) manager of track maintenance. Within railroad management's established policies and programs a Roadmaster is responsible "getting things done" in the physical location to which assigned. This involves setting achievable goals, having the equipment, materials and supplies required for the day's work at the location, and then encouraging, participating when necessary by setting the example. The "Track Fun" articles in this and past issues of "*Fox River Lines*" are written testimony of the efficacy of "**COACH**" Ed's management style and its implementation. Goals are set, achieved and participants (including the Museum as a whole) are rewarded.

The museum's track has not been in better shape in years.

A recent visitor (an older former member from out of town) who had not seen the Museum in many years said "I think the track and right of way is in better shape than it ever has been."

This "**COACH**" model is an example for the rest of us to follow in fulfilling our volunteered responsibilities.

Don MacBean

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