

# FOX RIVER LINES

m a g a z i n e

official publication of the  
FOX RIVER TROLLEY MUSEUM



FOX RIVER  
TROLLEY  
MUSEUM

Come ride with us!

ISSUE 12-1 ■ SPRING 2012

news from  
**UNDER  
the wire**

RECENT FOX RIVER LINE HAPPENINGS

news from  
**UNDER  
the wire**



Joe Hazinski

## The Saga of L-202

With its trucks out from underneath and motors gone L-202 sits out its first Winter disassembled on January 27<sup>th</sup>, 2010 the day CA&E 458 arrived.

### Part 1

Most of whom I have talked to can't remember exactly when CTA L-202 suffered a traction motor failure but most agree that it last ran correctly before 2006 with all four motors. In October, 2008 the steeple cab made its last "caboose train" trips running only on two traction motors. Since the two remaining motors were operating at twice their normal voltage the train ran faster, with less control, rougher slack action with the caboose and there was noticeably more heat coming from the South hood where the resistor grids are located. It was feared that more damage would be done if we continued to run L-202 in this manner.

*Ralph Taylor*, through his professional contacts with L & S Electric Inc. in Sturtevant, Wisconsin, felt that he had a shop that

would do the motors at cost at a price of \$16,000 to \$20,000. *Bob Hillman* at Ralph's direction started grinding off the welds which attach the foot boards to the ends even before we stopped using the engine. Eventually initial arrangements were made with L & S and work at the museum started in earnest move the locomotive to Track 3 North so it could be jacked up to remove the trucks. A final trip to Ward's bridge was taken on November 16<sup>th</sup>, 2008 to remove the king pin nuts. During this process it was determined that one of the pins was broken as the bottom portion fell out when attempting to remove the nut. *Grant Harrison* and Ralph located suitable

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## president's message

### From the Front Platform

## Telling Good Stories

I was talking to a friend of mine the other day about past stories of events that have happened at the Museum. Some of them are quite funny, but not necessarily stories that would fit into a family publication like "Fox River Lines." That got me thinking about the stories about our Museum and the people behind our Museum. They go back pretty far—even farther than the Railway Investment Club of the late 1950's and later on RELIC (1961) and the Fox River Trolley Association (1982). Almost none of these stories—even the family friendly ones—have ever been written down. That's a shame, because how we think about our Museum, our Museum's future, and ourselves are tied to the stories we remember and tell each other when Members get together. So the time has come for us to start putting together stories about our Museum and publishing them in Fox River Lines. They don't have to be long; they don't have to be great literature. The stories need to be good memories of where we came from, and what we have done. So I want to challenge ALL of our Members to jot down a couple of favorite stories about the Museum and send them to Fox River Lines for publication. I'm looking forward to seeing your stories soon.

## Welcome Aboard to our New Editor

I would like to introduce you to the "Fox River Lines" new editor, Joseph Hazinski. Joe, our Car Superintendent, is a familiar face around the Museum, and has been a volunteer with the Museum since the mid-1970's. Joe is excited to tell you the story of your Museum through the pages of "Fox River Lines." I personally want to thank Joe for taking on the additional responsibility of editing our newsletter. I'm sure you will enjoy the stories he is going to tell.

Ed Konecki  
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*Ed would appreciate your comments and suggestions. He can be reached by e-mail or by phone as shown at left.*

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**Submissions:** Submission of stories from members and others is necessary in order to publish the *Fox River Lines*. Feature length articles are welcome and considered as are photographs and illustrations. Please contact the staff before undergoing a project. Contributors submit materials with the understanding that no monetary compensation is provided.

**Correspondence:** Comments, letters to the Editor, suggestions and corrections relating to the *Fox River Lines* should be directed to Editor Joseph Hazinski at the address given above. The editorial staff appreciates your feedback.

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# The Saga of L-202

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steel lifting beams among the museum's supplies and acquired new timber to make the four stacks of cribbing to support the locomotive frame as it rested on the lifting beams. Motor leads were marked and disconnected along with the brake rigging and third rail cables. Stabilizing jacks were purchased from the Aldon Company in Waukegan, Illinois to keep the locomotive's frame from sagging while up on the cribs. On September 6<sup>th</sup>, 2009 the #1 truck on the North end was rolled out. The #2 truck on the South end followed the same day with *Chuck Galitz* on Casey tractor doing the honors. Now it was time to free the motors from the trucks. The axle bearing castings were removed with each bearing and casting being marked carefully as to their position. Then the gear cases, some leaking the heavy gear grease know as "crater" from holes in the bottom, were painstakingly removed. Finally the day arrived on November 19<sup>th</sup>, 2009 for the Gatwood crane to carefully pull the motors from the trucks and then load them on L & S's truck for the trip to Sturtevant.

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Joe Hazinski

**Bob Hillman grinds off the welds on one of the end foot steps on the North end of the locomotive, October 15<sup>th</sup>, 2006.**

## Editor's Notes

*On May 4<sup>th</sup>, 2012 I volunteered to be editor of the Association's Fox River Lines newsletter and the board of directors accepted my offer. My editorial policy will be to put forth a professional, positive and honest portrayal of the activities of the Association and its trolley museum in South Elgin, Illinois. Members and volunteers need to be recognized for the efforts they put forth. The community and the museum's friends and donors not only need to be recognized but also be aware of the various activities, developments and accomplishments of the Association and its museum. The museum needs to become more of a community institution to help insure not only its survival but its growth as an educational entity giving value to all who visit and participate in the Association's activities. I would expect to work closely with the officers of the corporation and volunteer managers of the museum to produce the best possible publication. Participation in developing the text and photo content will always be extended to any and everyone. This will be a challenge to meet the standards established by the late Don MacBean and continued by Acting Editor Fred Lonnes in 2011, but at this time I feel the need and responsibility to take on the editorship to continue their efforts.*

**Joe Hazinski**  
Editor



## 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.

Here L-202, running on two motors pushes the IC caboose into Castlemuir one last time on October 5<sup>th</sup>, 2008.

After spending the Summer season disconnecting the brake rigging and marking and breaking all electrical leads, jacking is started to raise the locomotive off its trucks September 6<sup>th</sup>, 2009.



Joe Hazinski



Joe Hazinski

# The Saga of L-202

*(Continued from page 3)*

On February 5<sup>th</sup>, 2010 the first inspection of the disassembled motors took place at L & S with the shop manager Mr. Doug Juniou going over each motor with the Fox River team. Since the work was to be done as fill-in work by the L & S crew there was little surprise that not much activity was happening in the months that followed but activity continued at the museum as work proceeded on the locomotive.

During 2011 Ralph and Grant with help from others worked on cleaning up, priming and painting the trucks, frame and superstructure. Grant worked hard at prepping and repainting the cab and hoods including the stripping on the ends. After no word from L & S Electric it was learned that Mr. Juniou had been promoted to another L & S facility and the new manager did not know what to do with the museum's disassembled motors.

*(Continued on page 6)*



Joe Hazinski

**Project Manager Ralph Taylor and Grant Harrison use a chain fall to slowly pull the North truck out from under the locomotive under the watchful eye of Joe Solinski on September 6<sup>th</sup>, 2009.**

## The Saga of L-202

*(Continued from page 5)*

It took a couple of months for him to get the go-ahead from the corporate office in Wausau, Wisconsin. Finally on September 29<sup>th</sup>, 2011 we were able to meet with Mr. Joel Donohue, the new shop manager, and go over the motors and determine what action was to be taken with each of them. One armature had to be completely rewound and it was sent to one of L & S's traction motor shops as Sturtevant does not have the capacity to do such rewinds. This armature received VPI (vacuum-pressure-impregnation) treatment but because of their condition the remaining three armatures were only steam cleaned, baked, coated with insulating varnish and baked again.

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**Motor #4 has been removed from the South truck and has been temporarily set down on timbers before being transferred to the L & S Electric truck in the background behind the Gatwood crane November 18<sup>th</sup>, 2009.**



Joe Hazinski

**Finally the last motor is being removed from the North truck with Bill Minerly, Ralph Taylor and Chuck Galitz doing the rigging on November 18<sup>th</sup>. The motors then were transported to L & S Electric in Sturtevant, Wisconsin the same day and the first phase was completed.**



Joe Hazinski



*(Continued from page 6)*

All commutators were turned down and undercut and all shaft journal bearing surfaces were polished to deal with pits and rough spots. All armature bearings were replaced with new ones and babbitt applied by the spin cast method before each one was machined to fit each of the eight shaft journal bearings (two per motor).

**Joe Hazinski**

*To be continued in our next issue.*

*More photos on page 8.*

**On May 5<sup>th</sup>, 2010 Grant Harrison and Ralph Taylor are working on the frame, removing rust and old paint and then priming the exposed metal.**

**Grant leads the efforts to prepare, prime and repaint the hoods and cab in 2011. Here he is on the deck on July 10<sup>th</sup>.**

Joe Hazinski



Joe Hazinski

**Ralph fills his sandblast unit with Grant holding the funnel while taking a needed break from running the blast nozzle. CTA 4451 provided the air pressure for this September 4<sup>th</sup>, 2011 afternoon session of underframe clean up.**



Joe Hazinski



Joe Hazinski

**Work at L & S Electric in Sturtevant has resumed and here on September 29<sup>th</sup>, 2011 we see motor #1 being inspected by Ralph (hidden behind the motor frame) and a technician.**