

# 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 12-2 ■ SUMMER 2012

news from  
**UNDER  
the wire**

RECENT FOX RIVER LINE HAPPENINGS

news from  
**UNDER  
the wire**



Lisa Helm

## The Saga of L-202 Part 2

**Grant Harrison is giving the side door another coat of yellow paint on an August 2012 afternoon as Car 20 awaits to make another trip down the line.**

In the first part I reported on why the motor repairs were necessary and how the process got started, stalled and then got back on track. Now we go into reassembling and static testing of the motors followed by their reinstallation into the trucks at the museum.

On June 5<sup>th</sup>, 2012 a second L & S inspection was done during which we observed the construction of a new interpole coil to replace one which could not be repaired in place. Removing the bad coil without disturbing the field coils and internal wiring inside the motor case was successful as the costs would have gone

up significantly if this task failed. Making such a coil was a unique challenge which L & S staff had great pride in meeting. All motors received the new armature bearings and all armature shaft surfaces were trued up. This led to the first test runs on all four motors on June 28<sup>th</sup>, 2012. Two motors passed their tests but the other two had hot armature bearing issues. During our inspections we noted that the shop was very busy with many other projects so in effect there was no "down time" to work on our motors.

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## president's message

### From the Front Platform

# Do You See What I Don't See?

In 2010, *Member Dan Zedan* led a fund raising drive where a large number of people made generous donations to get North Shore car 715's seats reupholstered. The drive came about, because *Member Ralph Taylor* had donated the reupholstering of 11 seat cushions. There was a big difference between the new green upholstery and the sun-faded old upholstery. The difference between the old upholstery and the new seat cushion covers was so great, that Dan made a significant donation and led the fund-raising drive to reupholster the entire car. The fund raising drive was very successful. In the Spring of 2011, the reupholstered seats were installed in the car. They look great and make the car a more inviting place for taking a demonstration trolley ride.

The original upholstery was sun faded. Since car 715 is stored outside, no one wanted to see the new upholstery get ruined by fading. The solution was to get drop clothes and cover the seats in the car when the car is not in service. All well and good, but now comes the interesting part. When putting the car in service, the drop cloths are taken off of the seats and folded up. Now, where do you put them? The simplest place to put them is up in the luggage racks. So that's what is done. While in the luggage racks, the drop clothes disappear from the crew's notice and from the notice of many Volunteers. But, let's think about what our Visitors see.

They enter the car, they see nice green upholstery, but then they see drop cloths up in the luggage racks. The drop cloths don't look good. Basically they see what we don't see—*messy housekeeping*.

The housekeeping issue with 715 could easily be solved by putting the drop cloths somewhere else, but the drop cloth issue is a symptom of a bigger problem. Our Museum members are frequently blind to the imperfections and disorder of our collection, our buildings, and our grounds. We need to start seeing the Museum as our guests do, and we need to start taking action to make our Museum a place that our guests want to see and experience. So next time you come to the Museum, look at it the way our Visitors will look at it, so we can make out Museum a show place.

Ed Konecki  
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847-209-5453

*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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# The Saga of L-202

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July 20<sup>th</sup>, 2012 found us at L & S again to observe what turned out to be a final and more extensive test of all four motors and each basically passed. One motor threw some of its' balancing compound but we were assured that this could easily be fixed. At this time *Ralph Taylor* signed off on the motor work and payment of \$54,365 was made to L & S Electric for the work and services done. The technician assigned to the motors then

worked over the weekend to address the balancing issue, put putty on top of the field bolts to keep water out, install all the pinion gears, paint the exteriors of each motor and make the final checks.  
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## Editor's Notes

*Well two issues of the 2012 Fox River Lines are done and in your hands. For me it was a lot of learning on the job and I am grateful for the experience. Jack Sowchin, Ed Konecki, Chuck Galitz and Fred Lonnes have been a great help and I am beginning to get the hang of it, but.... I need input from others, especially department heads, directors, officers and project managers as well as general members. Even if it is an outline or bullet points on a scrap of paper I can craft it into an article. Photographs can be used too and now with digital photography it is easier then ever. I will continue to take pictures at the museum, as because as I tell my sister when she asks why I am taking pictures, "That's what I do." as there is a certain magic in a picture, a frozen piece of time that fascinates me. It would be great to see photo credits other then "Joe Hazinski" in the Lines.*

*I am trying to keep the 2012 issues confined to events that happened in 2012 and this next topic just borders on the edge of my policy. Publications Manager Ed Konecki asked Chuck Galitz and myself to review the text copy of both the 2013 promotional calendar and the 2013 Trolley Times, the handout we give to Visitors to the museum. I had some revisions for the roster of rolling stock including a rewrite for Chicago City Mail Car 6. The old copy said we brought it out for Trolley Fest every year. Based on the fact that the car has not been out for two years now because of the L-202 project (the South truck was kept where we used to park the car on Track 3) and that the member who volunteered to man the car during the Fest has been unavailable, I rewrote the text to say that it is sometimes shown on special occasions. Ed thought that we should leave the phrase in so there would be a deadline to force action. My feeling was that at the moment there was no one to man the car and that I didn't think it was right to promise something that we could not be sure to deliver on. Ed then agreed with my rewrite.*

*Now here is the challenge, the Museum needs someone to prepare the car and also man it both days of Trolley Fest. I have a few ideas about some house keeping things that can be done to the car ahead of time as well as some activities that can go on inside the car when it is open to the public. Ideally the person or persons who takes on this project would be someone who is not currently heavily involved in museum operations. I think you are out there and who knows what this could lead to, so drop me an email or a phone call and let's see if we can't get Mail Car 6 out of the barn for Trolley Fest 2013.*

**Joseph Hazinski**  
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Joe Hazinski

**During the inspection visit to L & S Electric on June 5<sup>th</sup>, 2012 we see in the foreground a rewound armature on a pallet with another armature which was cleaned, baked and painted. Both commutators have been machined and undercut and are protected with white paper pending assembly of the motors.**



## 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.

# The Saga of L-202

(Continued from page 3)

The motors arrived on July 29<sup>th</sup>, 2012 in a most timely manner but the Gatwood crane was about an hour late. Unloading from the delivery truck was fast as the museum crew had everything prepared. After the L & S truck left installation of the motors began and after some adjustments to the slings on the first motor to be placed in the truck, the remaining three went in smoothly and everything was clear by 12:30 PM.

During August, 2012 on each weekend a crew consisting of Ralph and Grant methodically cleaned, primed, painted and then installed the axle cap bearings which secure each motor to the its axle. Work was also underway to clean, prime and paint the gear cases with Ralph welding patches on the cases with holes in them. He also picked up a new king pin which was fabricated by a welding shop at a cost of \$300.

The last axle caps were installed September 23<sup>rd</sup> and by end of month all the repaired and repainted gear cases were installed. Ralph and Grant had to use a bottle jack, pry bars, drifts, hammers and wrenches to accomplish this work.

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**Back at the museum on June 17<sup>th</sup>, 2012 Grant, Ralph and Jim Tarbet with the aid of paint thinner and putty knives remove the grease from a gear case in preparation for priming and painting.**



Joe Hazinski

Joe Hazinski

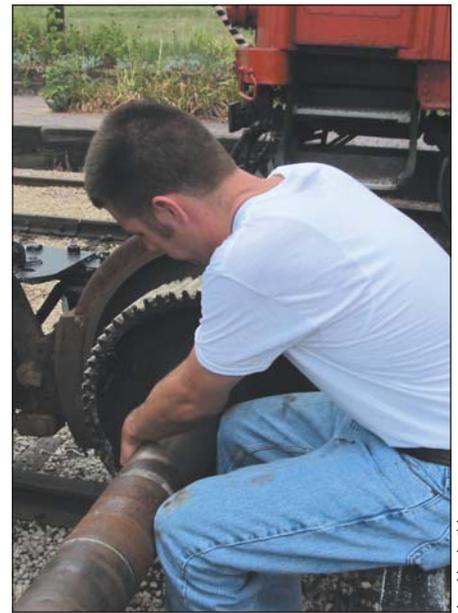
**On June 28<sup>th</sup>, 2012 Ralph is using his strobe light to measure the rpm's at the commutator end of the shaft of a motor on the test stand of L & S Electric in Sturtevant. The speed, time and temperature data for each motor was recorded.**



Joe Hazinski



**Jim Gonyo, Ralph Taylor and L & S Electric technician Randy observe a motor being given its final bench test on July 20<sup>th</sup>, 2012.**



**On July 22<sup>nd</sup>, 2012 Brian Drew is smoothing the bearing surface on one of L-202's axles.**

**It is July 26<sup>th</sup>, 2012 and the Fox River crew and members standby as the crane was an hour late for its planned arrival due to a delay in its first job of the day.**

Joe Hazinski

Joe Hazinski



Joe Hazinski



Joe Hazinski



Joe Hazinski

After the unloading was done *Ralph* and *Chuck* are guiding motor #1 into place on the North or #1 end truck. Half of the axle bearing brasses had to be in place on the axle for this step to take place.

Here we see the Gatwood crane unloading a motor from the L & S delivery truck on July 26<sup>th</sup>.

As members look on another motor is swung into position over the South or #2 truck. This went smoothly after minor rigging adjustments were made when installing the first motor.



Joe Hazinski

# The Saga of L-202

(Continued from page 4)

An attempt was made to push a truck under the locomotive on November 4<sup>th</sup>, 2012 but problems were encountered with clearance and the process stopped. Finally on November 11<sup>th</sup>, 2012 under the

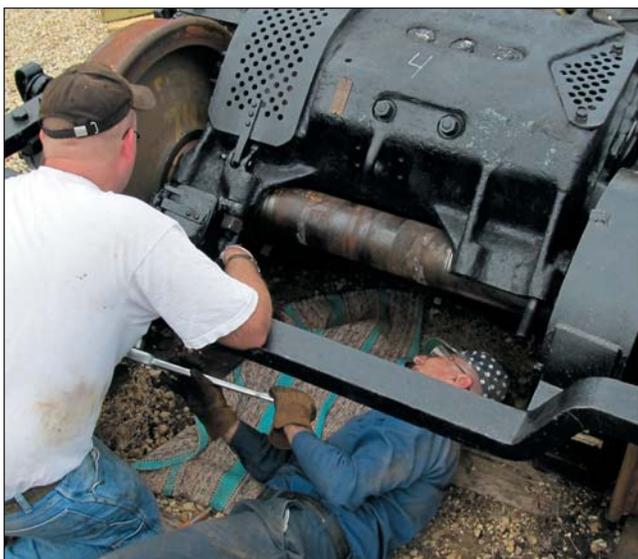
guidance of Ralph the trucks were pushed under the locomotive to keep them out of the Winter weather even though both trucks were and are covered with tarpaulins.

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On July 29<sup>th</sup>, 2012 *Ralph Taylor* delivered the replacement king pin shown here with the broken original.

Joe Hazinski



August 12<sup>th</sup>, 2012 found *Grant* and *Ralph* installing the bottom axle cap bearing brasses and bottom portions, not an easy task without a pit.

Joe Hazinski

September 23<sup>rd</sup>, 2012 finds *Ralph* and *Grant* installing the last of the repaired and repainted gear cases.



Joe Hazinski

## The Saga of L-202

(Continued from page 7)

The locomotive can not be lowered onto the trucks at this point as there is more work which must be done on the underframe. During the Summer and Fall of 2012 Ralph and Grant with help from others continued to sandblast, prime and paint much of the underbody but the damaged reinforcement straps from the center bearing areas, which have been straightened, must be adjusted and installed. Once those things are done the trucks can be returned to underneath the locomotive, the center bearings lubricated, the frame lowered, the brake rigging reattached and motor leads reconnected. Then the controller must be serviced and the air brake components that were removed by *Don MacCorquodale* for cleaning reinstalled. At this point the locomotive can be tested

and run down to Ward's bridge so the kingpins can be reinstalled. Assuming all goes well, the end step boards can then be welded back to the frame and the locomotive finally completed and ready for service.

After almost three and a half years of effort L-202 will hopefully be ready to return to service in 2013 and we can once again resume "caboose train" operations with the repaired and repainted Illinois Central caboose 9648. By the end of 2012 twenty individuals had donated \$11,036 to the L-202 fund. While the bills have been paid to date, the expense has exceeded what was anticipated and this has strained the museum's treasury so additional donations to off set the cost, currently at about \$56,000, would be appreciated. Please note that there have also been in-kind donations and tool purchases not included in this figure.

Once the locomotive is back in service Ralph and Grant can return their attention to CNS&M 756's roof rebuilding project.

Fox River Trolley Museum volunteers for this project include Project Manager *Ralph Taylor* assisted by *Grant Harrison*. *Chuck Galitz*, *Jim and Janet Gonyo*, *Bill Minerly*, *Joe Solinski*, *Patrick Storm*. *Matt Del Giudice*, *Brian Drew*, *Jim Tarbet*, *Jim Slattery*, *Fred Lonnes*, *Don MacCorquodale*, *Joe Hazinski* and most likely some others I have forgotten have all contributed to this project in one way or another.

**Joseph Hazinski**  
*Editor*

**With both trucks under the locomotive and ready for the Winter, efforts turn towards preparing for the annual *Polar Express* operations.**



Joe Hazinski