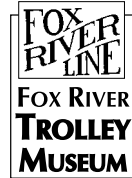


FOX RIVER LINES

m a g a z i n e

official publication of the
FOX RIVER TROLLEY MUSEUM



Come ride with us!

2022 YEAR IN REVIEW

news from
**UNDER
the wire**

RECENT FOX RIVER LINE HAPPENINGS

news from
**UNDER
the wire**

The Refurbishment of IC Caboose 9648



Joseph Hazinski

The “after” photo with 9648 lettered and ready to be back on display.



Joseph Hazinski

The “before” photo of our IC caboose, April 4th, 2021.

(Story on page 3)

From the Editor:

This Annual Issue has been a long time in the making and stands as a record of events that started in 2021 and continued into 2022. While it is not a quarterly newsletter as is desired, this issue will help to give insight into what it takes to make the museum function and hopefully recognize just some of the people who make our institution what it is over this time period. What is not seen is the financial bookkeeping, the event planning, the permitting processes, the insurance requirements, and just plain business administration that goes on.

As I have said in past editors' reports, I need help in producing the newsletter with an eye towards someone taking over the editorship. Frankly I am more of a feature writer than a production manager. The late editor Don MacBean once told me that the hardest part was getting people to send in reports and material he could fashion into a newsletter. He also complimented me on being the only person at the time who would produce an article in a timely manner without being hounded.



**NORTH SHORE
PRINTERS, INC.**

The "look" of our newsletter is also due to the efforts of Jack Sowchin, who does the layout, and after approval, transmits it to North Shore Printers who not only prints the issues but handles the mailing for the Association. These two vendors are an important link in this process. Ed Konecki handles the mailing lists aided by changes that Doug Rundell finds in our post office box.

Jeff Bennett and I have agreed to try to get the newsletter schedule back to something approximating a quarterly issued newsletter. As always please submit photos and articles.

Joseph Hazinski



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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The Refurbishment of IC Caboose 9648

Our Illinois Central caboose number 9648, one of the first things our visitors see when pulling into the museum, was starting to look pretty shabby and it occurred to me that it needed at least a complete repainting. As I looked around the car, I could see other things that needed to be done. The plywood guards on the ladders to the roof were in poor repair and were rather unsightly. When the museum obtained the car in 1993, the walkways on either side of the cupola had been removed by the railroad. The existing bench cushions inside the car were torn and damaged and the additional benchwork that had been installed after we got the car did not have proper cushions on them. The car had been painted twice and now it was time to repaint it again. Knowing that there were no funds available to do this work I decided to donate the money to improve what was becoming an eyesore.

By March 27th the mechanical slack adjuster and leaking air reservoir were taken down and *Fred Lonnes* went about obtaining a new slack adjuster, gaskets for the air brake reservoir and rebuilt AB brake valves. At the end of April, the components arrived and were stored in the car which included an ABDT service valve and an ABD emergency valve along with a brand-new slack adjuster and gaskets for the cast air reservoir. Considering the duty cycle of the car it was decided not to change out the brake shoes.

On May 9th the caboose was towed by L-202 to the car barn lead where #5 was coupled onto the north end. L-202 then uncoupled from the caboose and moved to Track 5 south in front of the barn where upon #5 completed the move onto Track 4, the center track which had been vacated by CA&E 458 which was then tarped and stored outside on Track 3 south. While some exterior paint removal had started, work began in earnest on May 16th. Inside the barn needle scaling and air sanding commenced with *Thee* and *John VanPaseuth* leading the way

(Continued on page 4)



On Sunday May 9th, 2021, locomotives L-202 and #5 were used to move the caboose into the carbarn on Track 4.



Thee is working to remove paint on May 30th to bare metal so primer can be applied. The museum sand blasted the car when it was on the IC interchange when it arrived in 1993 so this is the second time the body is going to bare metal at the museum.



On June 13th, 2021 we see how the needle scaling and sanding is progressing.



Joseph Hazinski

Joe Caliando is hard at work with the needle scaler on the roof of the cupola on June 13th.



Jeff Bennett

A view into the past, after wall paneling has been removed from the cupola interior wall on June 18th. This was all covered over by replacement paneling.

Thee and John are working on exterior side wall panel replacement and repair to damage that had occurred on the Illinois Central when the caboose was in service with the goal to make the car look better.



Joseph Hazinski

Caboose 9648 *(Continued from page 3)*

along with *James Tarbet*, *Doug Rundell* and *James Ham*. *Joe Caliando* attacked the roof walks, removing them from the car, which were sent out to Delavan for prep and repainting by *Kyle*. Then *Joe* started removing paint from the roof and cupola as well. Rust holes in the roof were welded over, and there were more than anticipated but now the roof is watertight. Some side sheets that had been damaged while the caboose was in service on the ICG, where replaced by *Thee* and *John*, so what is our westside is now straight and smooth.

Fred Lonnes methodically replaced the brake system components starting with the mechanical slack adjuster. The cast air reservoir was cleaned up, new gaskets applied, rehung on the car and the piping reconnected. Then the service and emergency triple valves were changed out and along with replaced brake hoses, the air system was once again serviceable with static testing done July 3rd, 2021.

The walkover seats from cupola were temporarily removed and *Jeff* took down some interior paneling that was rotted from water seepage and replaced in kind. Both side doors, which really are big window openings, were removed, treated with epoxy, and then primed and repainted.

When 9648 was built it had eight side windows but with rebuilding most of the side windows were plated over by the railroad to protect the crew from rock attacks by vandals. The IC used metal clad paneling to cover over the original interior which was tongue and groove lumber. Now it was time to restore more side windows to the car. We could see how it was done by the window over the fuel tank for the stove. The other one was just paneling on the inside so after the exterior plate was removed holes were drilled in the corners so the interior wall could be cut out. When we acquired the caboose, *Fred Lonnes* obtained extra exterior aluminum window frames which were put to good use to allow more light into the car. We have retained two plated windows, one that is where the crew lockers are located and the other behind the Vapor Caban oil stove, which more than likely replaced a coal stove. Thus, six of the original side windows are now back in service which meets our needs as a display car and for the special "caboose trains" we operate in the Fall with either L-202 or #5.

On July 25, 2021, the side roof walks around the cupola were fabricated by *John* and *Jeff* with flat steel as a base and expanded metal grating welded to them as a non-slip walking surface. *Thee* weld-repaired the torched off mounting brackets that were on the car. Then the walkways were welded to the repaired



July 18th finds the car in the final stages of paint removal as Jeff works to clean up the safety tread on the platform. Primer has been applied to the roof and cupola and the window over the fuel tank has been opened up.

(More photos on pages 12-13)

Both side doors, a unique IC feature, were removed so paint could be stripped, and the doors exteriors treated with epoxy to make them weather resistant since 9648 will continue to be an outdoor display.

Joseph Hazinski



Joseph Hazinski



Joseph Hazinski

Jeff and John are welding the newly fabricated cupola walkway to the side of the car. The new window frame is also now in place for the restored window above the stove fuel tank.

brackets and this aspect of the car's restoration was completed in one day.

Fred Lonnes had the two existing seat cushions recovered and two more cushions made up for the extra seating that was installed when we obtained the car in 1993. Replacement plates were made for the underside of the corner electric platform lights at the roof on each corner of the car. While there used to be an alternator mounted on one truck to charge the battery, there is now a built-in battery charger that keeps the interior lights functioning when the car is plugged in at its berth at the end of Track 2.

On August 1st, 2021, Thee and John fabricated ladder guards made of expanded metal grating that Jeff had acquired. Our metal workers refined and simplified my proposed design making them lighter and even less obvious visually. The guards finally went on the car by the end of the month as priming and

painting continued. Once the car was out of the barn, padlocks were applied to each one to keep them in place to limit access to the roof and the possibility of electrocution of trespassers.

Our professional painter, Kyle Kunzer spray primed and painted most of the car with Jeff also doing some of the painting. The paint is an automotive type with a sealcoat included to give the car a long lasting and shiny finish which should last longer than the original paint the railroad had available to use.

The final touch was Jeff applying the vinyl lettering to the sides and ends. The hand brake chains on both ends of the car have white painted links to show that the brakes are applied, a trick Fred Lonnes recalled that the Illinois Central used on its cabooses.

Joseph Hazinski



Joseph Hazinski

By July 4th, 2021, replacement AB brake triple valve components were bolted to the car as part of the brake system update and servicing led by Fred Lonnes.



Joseph Hazinski

One of the recovered bench cushions along with some new bench cushions that match, a project overseen by Fred Lonnes.



Joseph Hazinski



Joseph Hazinski

It is August 1st, 2021, and the red paint is finally being finished up.

Kyle Kunzer applying the red finish coat to the north end of the caboose. The new ladder guard can be seen in this view.

Pulled out of the barn by #5, 9648 painted but unlettered on August 22nd.



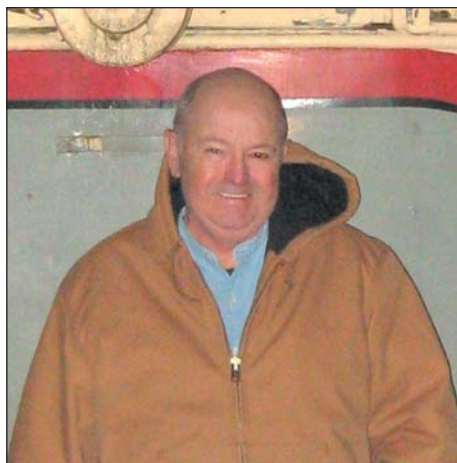
Joseph Hazinski

In Memory of Kenneth Ward

On December 24th, 2021, the museum lost a member when *Kenneth M. Ward* passed away in his sleep at his home on Woodcliff Drive in South Elgin. *Ken* was the son of Clarence and Margaret Ward, born on December 3rd, 1936. As his father was a police officer employed by the Elgin State Mental Hospital, he and his family resided on or near the hospital grounds, where he was introduced to the Aurora Elgin & Fox River Electric Company railroad while it was still being operated electrically, and as a child observed the conversion to diesel operation in 1946 with locomotive #5 and the later purchase of the railroad by former milk salesman Robert DeYoung. By 1952 Bob had trained the 15-year-old *Ken* to not only run locomotive #5 but also operate the railroad and trusted him enough to make trips by himself to and from Coleman to interchange the empty and loaded hopper cars, when Bob had to take time off. When the Village Board got wind of this “boy” running trains through downtown South Elgin, Bob was summoned before them where he exclaimed that *Ken* “operated the railroad safer than he did.” According to *Ken*, after that appearance before the board, nothing more was said. Careful, safe operation was key as the first major move on a southbound trip to Coleman was pushing a cut of empty hoppers out into the middle of State Street (Highway 31) as the interurban track was still in the center of the roadway. Next, one had to throw the streetcar switch so the train could continue south without the engineer/switchman getting hit by passing motorists.

His experience of operating on the AE&FR led the teenager to another more complicated job as an engineer running steam locomotives at the Chicago Gravel Company pit. One of the engines he ran, No.18 is on display in Veterans Park in Bensenville.

Ken enlisted in the United States Marines and after returning from active duty served as a South Elgin Police officer. He became a licensed plumber, worked for a plumbing equipment company, and advanced to office manager of Baumgartner Plumbing in St. Charles before transitioning as a partner in the



Joseph Hazinski

| **Ken Ward at the time of AE&FR's first test run.**



Joseph Hazinski

| **With 304 at Blackhawk.**



Joseph Hazinski

| **Ralph Taylor with Ken and his wife Carolyn at the AE&FRE #5 dedication ceremony in 2020.**

Holtz and Ward Construction Company, and finally retired from Harper College's Physical Plant Department in 2012 after 20 years of service.

He also participated in sports, playing on, and managing several 12" softball teams including founding the St. Charles Merchants 12" Softball Team which won several Illinois State Tournaments. *Ken* was also an Elgin Peewee Football League coach for twenty-plus years. *Ken* participated in his parish's “Light of the World” retreat program and “That Man is You” men's support activities.

Back on the railroad front, he was an active member of the North American Railcar Operators Association (NARCOA) along with museum member *Fred Lonnes* and former South Elgin resident *Mike Mitzel*. He rescued the Illinois Central's

Coleman motorcar and then completely restored it. At the museum he and his business partner Cecil Holtz constructed the lofts in the back of the car barn and rebuilt the roof of Soo Line caboose 130 during a slow period for their construction company. He was also a key part of the effort to repatriate #5 to the museum from the gravel pit after it closed in 2001.

Ever since this author's association with the museum back in the mid 1970's, we have always called our steel deck bridge, “Wards Bridge” as it is close to his home on Woodcliff Drive. This is a most fitting memorial to a man who was a link from our line's historic past to the present educational museum operation. Our condolences to *Ken*'s wife Carolyn, his children, and their families.

Joseph Hazinski

Car 20 Seats Recovered

While looking for a vendor to recover cushions for the IC caboose 9648 in mid-2021, I came upon Riverside Upholstery in West Dundee. In conversation with their staff, it became apparent to me that they had the skills and experience to repair a number of seat backs and cushions in CA&E car 20 that were badly in need of attention. In-house efforts over the years to make such repairs were unsuccessful but we did have some rattan on hand. In consultation with *Jeff*, we decided to meet with the owner of Riverside, *Rafael Andrade*, at the museum in October and ask him to do a sample recovering of one seat back and one cushion.



Joseph Hazinski

| The seatbacks have been tagged pending removal. Joseph Hazinski photo



Joseph Hazinski

| Jeff and Rafael Andrade, the owner of Riverside Upholstery, conferring over the trial samples at the museum on October 2nd, 2021.



Joseph Hazinski

| Mike Gilles is working out how to remove the mounting nails from one of the eight single seats in the car.



Joseph Hazinski

| A single seat in the smoker ready to go.



Joseph Hazinski

| One of the damaged seat backs, R7 before removal.



Joseph Hazinski

The cast metal bracket has come loose from the wooden frame of this seatback.



Joseph Hazinski

Here the bracket is back in position but not screwed in.



Joseph Hazinski

The seatback is off exposing the "walkover" mechanism.



Joseph Hazinski

It is November 28th, 2021, and seatback R7 is ready to go to West Dundee for recovering with new rattan.

Getting the samples ready proved to be a learning experience for us. While on other cars in our fleet, the backs of walk-over seats are attached with screws to the arms of the mechanism, but car 20 is different. There are grooved castings that are screwed into each end of the seat back which in turn slide down bars that are part of the seat mechanism's arms. The backs then can be pulled up from the mechanisms for removal for servicing and repair. Upon seeing the completed test samples, it was decided that all the seat backs and cushions in 20 should be recovered. But there was a problem, we did not have enough rattan to do the job, so the search was on to find more matching rattan. Fortunately, a supplier was located and not only was more rattan ordered but we estimated how much additional material would be needed to do "recreated" seats in CTA 4103, the only surviving "bowling alley" 4000 series car in existence. Needless to say, 4103's restoration is pretty far off in the future but with the experience we have with 4451 and the yet to be completed 4288, we know that it can be done.

Once the rattan arrived, the process of removing all the seat backs, cushions and the eight fixed seats was underway with all items being delivered to Riverside Upholstery. While all the cushions and seatbacks were out, the crew went about cleaning and repairing all mechanisms so all would be functional so that the "turning of the car" can be demonstrated at Blackhawk. Because Riverside Upholstery repairs furniture as well as recovering the material, they knew what to do to repair backs and cushions that were damaged. They even matched the leather-like trim that covers the top of the seam on each seat back.

(Continued on page 10)



Jeff Bennett

The test seat back, covered with fresh rattan at the shop on January 12th, 2022.



Joseph Hazinski

Riverside Upholstery was able to replace the leather trim on top of each seatback, which was worn on many and even missing on others.

Car 20 Seats Recovered *(Continued from page 9)*

(More photos on pages 12-13)

After all work was completed all seat cushions and seat backs were transported on several trips from the West Dundee shop to the car barn in one of *Jeff's* used ambulances and arrived in time for our volunteers to install them to have the car ready for the 2022 "Rails To Victory" event. The seats have received one

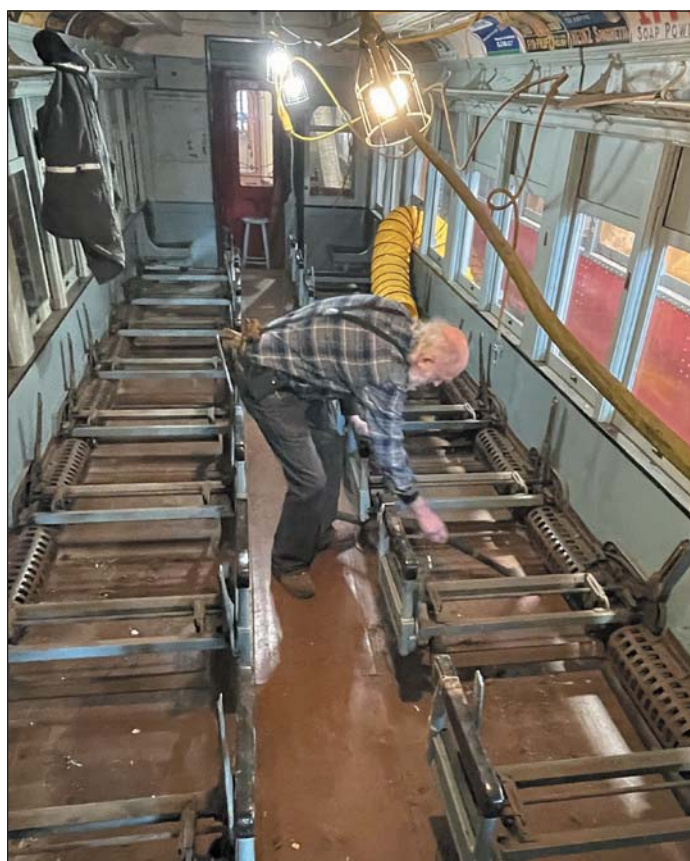
coat of varnish but need one or two more coats. We are using a specific varnish that allows some flexibility while sealing the cane to protect it from stains. This upholstery project is just one of many steps needed to stabilize and improve one of the most iconic pieces of rolling stock in the museum's collection.

Joseph Hazinski



Jeff Bennett

Mike and Fred Lonnes removing a seatback in the smoking compartment of January 15th, 2022



Jeff Bennett

Mike vacuuming up the dust and debris after all the seatbacks and cushions have been removed.



Jeff Bennett



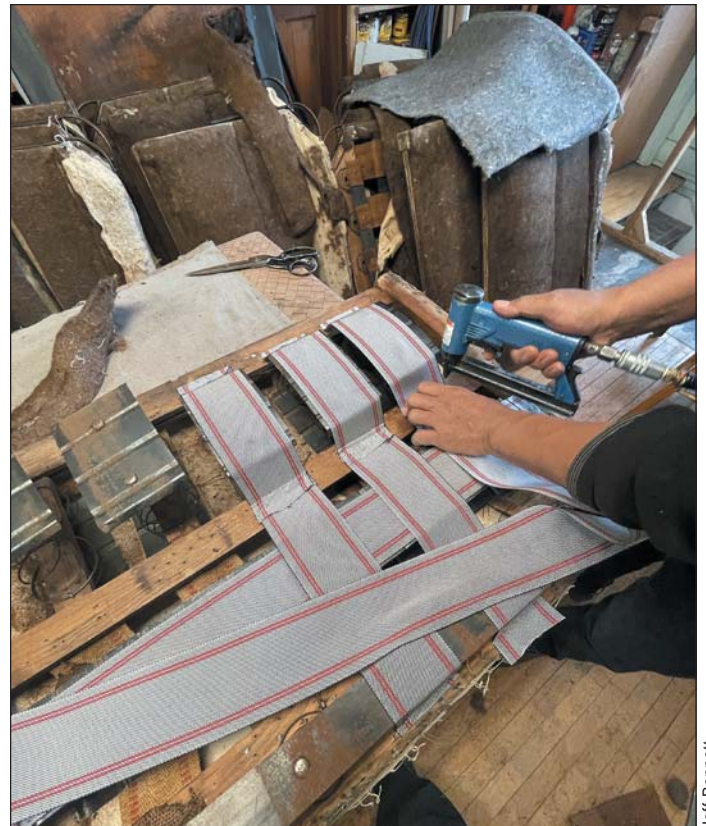
James Tarbet

Andre Juerke cleaning up and lubricating a seat mechanism.

The interior of 20 without seatbacks and cushions.



Jeff Bennett



Jeff Bennett

At the shop, a seatback with the old rattan removed exposing wood and webbing defects.

The process of replacing the webbing over the metal spring planks.



Jeff Bennett

Now this seatback is ready for the rattan.



Jeff Bennett

Another mechanism with a weld repair and some grinding to make it work smoothly.



Jeff Bennett

A weld repair and rubber stop on a repaired mechanism.



Jeff Bennett

Fred Lonnes and James Tarbet installing screws in the metal bracket of a back as the car is being populated with the newly recovered seatbacks February 20th, 2022.



Jeff Bennett

Mike Gilles is installing a seat cushion on March 13th, 2022.



Joseph Hazinski

The seats in the smoking section, at the ready on July 3rd, 2022.



Steven Heister

Joseph Hazinski receiving the HRA award for the museum on September 10th, 2022, in Connecticut.

Museum Wins Award for 4451 Restoration

On the first day of the Fall 2022 Heritage Rail Alliance conference I was approached by Aaron Issacs, the chairman of the HRA awards committee, who informed me that Fox River would be receiving an award at the Friday night banquet dinner for the restoration of 4451 and that I should be prepared to speak briefly. I kept this to myself wanting to see the award so I would get the wording correct and consider what I would say.

On Friday evening, after three days of morning sessions at the hotel followed by whirl-wind trips to various Connecticut tourist and museum properties, and after three awards had been presented it was my turn to accept our award at the



Bernard S. Kamenev

Jeff Bennett and Joe Hazinski before the unveiling of the plaque in the car at the museum on October 1st, 2022.

banquet. It states, "Significant Achievement-Electric Car" to the "Fox River Trolley Museum for Chicago Transit Authority L car #4451". On behalf of the museum, I thanked the Alliance for the award and specifically gave credit to Chief Car Officer, *Jeff Bennett*, *Thee* and *John*, our metal workers, and *Fred Biederman* along with many, many other museum volunteers, and vendors.

The 2021 award in this category was given to the East Troy Railroad Museum for their restoration of North Shore coach 761.

Other 2022 awards included: Steam (two awards) Western Pacific Railroad Museum for WP 0-6-0 #165, and Nevada County Narrow Gauge Museum for Nevada County 4-6-0 #5; Diesel - 470 Railroad Club for Bostin & Maine F7 #4268; Passenger Car - National Railroad Museum (Green Bay) for C&NW hospital car "Lister"; Freight Car - Exporail (Quebec, Canada) for CP automobile boxcar #295544; Non Revenue Car - IRM for UP rotary snowplow #900075; Infrastructure - Wiscasset, Waterville & Farmington Railroad Museum [two foot gauge] reconstruction of the WW&F to Trout Brook; and Archives - IRM and the Milwaukee Road Historical Association for a new joint activities building.

Lifetime Achievement awards went to *Bill Wall* of Shore Line Trolley Museum and New York Transit Museum for his contributions to trolley museums (including Fox River) and *J. David Conrad* for contributions to steam locomotive preservation (from Chicago to Steam Town to The Valley Railway). There was a new award, the Jim Wrinn Award [late editor of Trains Magazine] for this year's Biggest Railway Preservation Story, which went jointly to the EBT Foundation and the Friends of the East Broad Top for the rebirth of the East Broad Top 3-foot narrow gauge railroad in Pennsylvania. Needless to say, we are in pretty heady company.

With *Jeff's* approval, *Mike Gilles* and I mounted the plaque in 4451 and unveiled it on Members Day, October 1st, 2022, to share this award with everyone who participated in the restoration efforts and shake down of the car as well share this recognition with the community and our visitors.

Joseph Hazinski



Bernard S. Kamenear

Joe speaking just after the unveiling.



The award plaque.

Bernard S. Kamenear

CTA MS-65 25-ton GE Industrial Diesel Locomotive

(MS-65 Story Part 2)

The following weekend of October 31st - November 1st, 2020, *Jeff*, *Fred Lonnes* and *Mike Gilles* did a test run to Coleman Yard pulling CTA 45, 43 and 40 dead in tow (45 has two faulty traction motors). While MS-65 was able to pull and then push the cars back to their storage place on Track 1, the excitation problems resulting in uneven acceleration persisted. *Fred* was of the opinion that the solution was to rebuild the generator which he estimated would cost \$15,000.

During the week *Fred* was able to locate a rebuilt generator for \$6,000 plus the existing generator as a core swap. *Fred* agreed to fund the project and the go ahead was given to the supplier. On Saturday December 5th, 2020, a crew composed of *Jeff*, *Fred*, *Mike*, and *Rylee Bennett* removed the hood from the locomotive which entailed draining the coolant and storing it for reuse. Then all other connections were broken and the crane on CTA S-314 was used to lift the diesel generator set from the locomotive and place it on the deck of the crane. These efforts went smoothly with *Rylee* operating the crane with a very deft hand. It took a while to figure out how to remove the generator from the Cummins diesel but after the crew finally figured out how to do it *Rylee* was able to lift it up and lower it down so it could be stowed in *Jeff's* tool ambulance. The diesel engine was covered with a tarp while on S-314 and another tarp covered the opening to the cab on the deck of MS-65. *Jeff* took the generator to his shop where the replacement unit swap can be made when it arrives from the vendor.

The replacement generator arrived by freight in Crystal Lake during the week of December 13th. *Jeff* removed the pulley from the old generator. On Sunday December 20th, 2020, it was planned to mate the generator with the Cummins engine. Unfortunately, there was a problem with the threads on the end of the armature shaft which accepts the retaining nut which secures the air compressor pulley to the shaft. After working for many hours *Fred Lonnes* was



Doug Rundell

| The Cummins diesel and generator resting on S-314's deck before reinstallation.



Mike Gilles

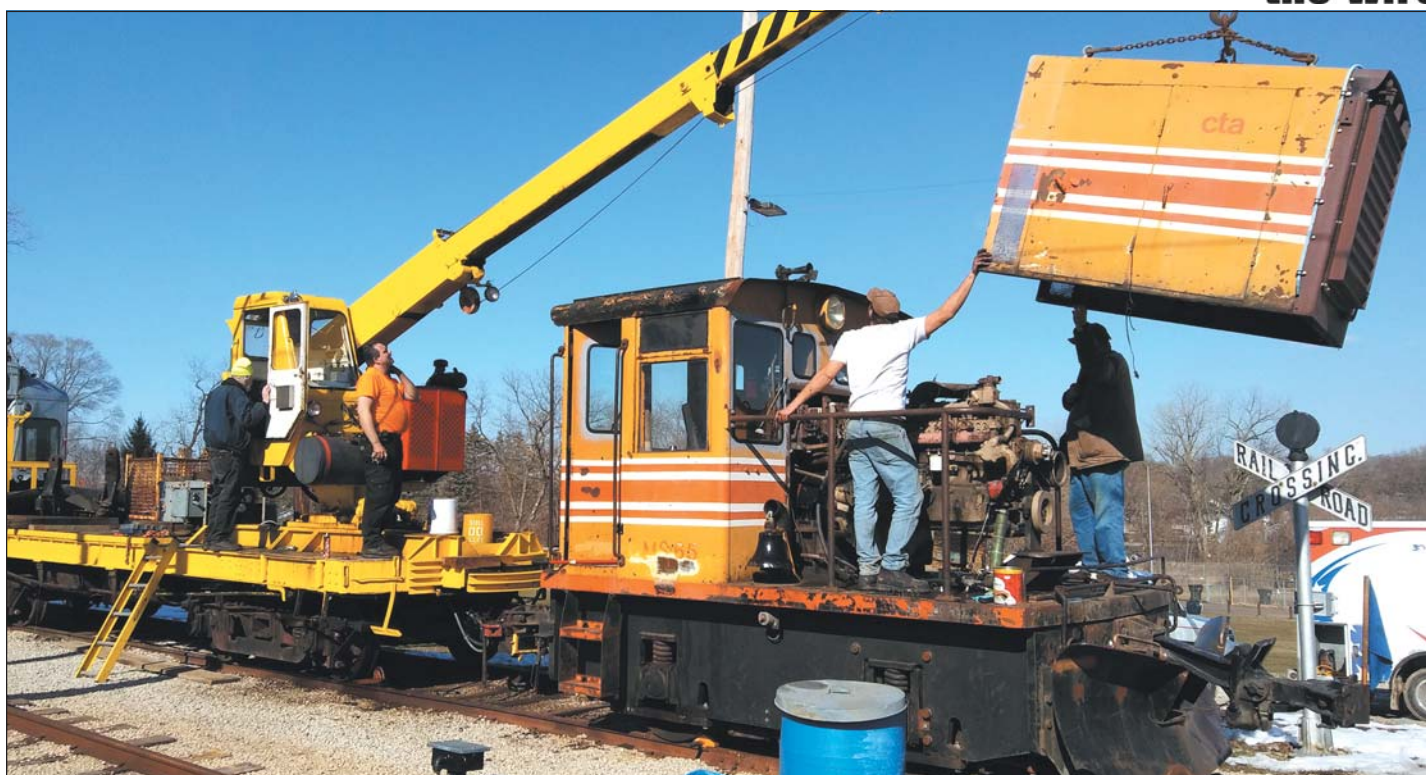
| The prime mover back on the locomotive on March 6th, 2022. Mike Gilles photo

unable to get the nut and the shaft to mesh together so the items remained in *Jeff's* ambulance in search of a solution. This was a disappointment as weather conditions were favorable for putting the power plant unit back onto the locomotive frame and reconnecting everything to make MS-65 whole again.

It turned out that the thread on the new generator shaft was a different size from the one on the original generator. *Fred* was able to obtain the correct nut

from the vendor, but the weather turned too cold and snowy to mate the generator to the diesel engine, so the project remained dormant until the weather improved.

Once the generator was replaced March 2021, again the crew tried to make the locomotive move. While it would move with one person operating the throttle quadrant and another on the outside working the diesel engine throttle by hand. A weld repair was made to the



Unknown photographer

Hoisting the shroud and radiator assembly onto the locomotive with S-314's crane.



Joseph Hazinski

After her batteries were changed out and now coupled to S-314. On Track 3 North.

throttle linkage arm but when operation was tried the locomotive would not move in either direction. All electrical contacts and connections from the throttle mechanism and the generator were cleaned and reconnected, but again no movement resulted. There was some investigation of the generator, but no results. The locomotive remained dormant as other projects occupied the volunteers who were working on the locomotive.

On Wednesday August 3rd, 2022,

Jeff Bennett and Fred Lonnes finally had a chance to look at the generator of MS-65. They used a megger to check out the brush holders and found a negative one that had lower resistance than the others including all the positive holders. They could not test the armature through the commutator bars as they could not rotate it due to the unit being connected by pulley to the air compressor. Upon further inspection they found the insulation on the whole brush array assembly to be

somewhat rotted and thus suspect. The array was removed, and *Fred* took it home for reworking with modern insulation tape.

Saturday August 13th, the refurbished generator brush holders were reinstalled, but the locomotive would still not move. On Wednesday August 17th, LocoDocs serviced the MS-65 and made some adjustments, checked all connections and the locomotive was once again functional, and its location was changed on Track 3 with the newly acquired IC motorcar 8695 moved out of the way and MS-65 was coupled to S-314. *Fred* also reinstalled the clapper mechanism that he had reworked, to the bell. As it turned out there was one wiring connection that had not been made up that LocoDocs came upon, and that was all the difference between running and not running.

By September 2022, the new locomotive batteries, which had been in storage on a trickle charger in the carbarn, were finally installed, replacing the industrial batteries that the locomotive had been using since it had arrived at the museum.

For the special CTA 75th Anniversary photo charter on Sunday October 2nd, MS-65 was operated along with every movable CTA unit in our collection. Most of the photos were posed in Coleman Yard

(Continued on page 18)

L-202, the original 63rd Street yard switcher, posed with MS-65 its replacement. MS-65 went to Skokie Shops where it got its snowplows and OB-5 rapid transit couplers after it was replaced by a GE 45-ton diesel, much like our #5.



Marc Glucksmann



Joseph Hazinski

MS-65 coupled to 5001 after returning from the CTA 75th Anniversary photo shoot on October 2nd, 2022.



Joseph Hazinski

AE&FR #5 and MS-65 lined up for oil and filter changes on the car barn lead October 30th, 2022.

(Continued from page 17)

with different angles and arrangements around 5001 (which currently does not operate). When it was finally time to clear the railroad for the resumption of regular operation a grand train was assembled consisting of L-202, S-314, 45, 5001, 43-40 and MS-65 bringing up the rear. Only L-202, 43-40 and MS-65 were powered as the consist made it up the hill back to Castlemuir where the various units were separated for eventual storage on different tracks. (A drone captured photo of this train was posted on the museum's Facebook page.)

Both #5 and MS-65 are always plugged into trickle chargers to keep their batteries up to snuff so their diesel engines can be started. It was discovered that the alternator on MS-65's Cummins was not charging the batteries when it was running due to a failed voltage regulator. Jeff was able to source a new alternator with a built-in voltage regulator that solved the problem.

It took a while, but the museum now has a World War II steel mill veteran that will continue to serve as a useful tool for moving equipment around our railroad without the need of overhead traction power thanks to the foresight of Jeff Bennett and Fred Lonnes along with the efforts of many, many others. The next step will be giving it a new paint job when the task can fit into the other projects going on at the museum.

Joseph Hazinski

Track Work in 2022

Starting on April 13th, 2022, under a contract with Volkmann Railroad Builders of Menominee Falls, Wisconsin, in excess of 560 regular ties, both new and #1 relay ties, were installed between Castlemuir and Coleman Yard. Also 46 #1 relay switch ties were installed in the north and south Coleman Yard switches, switch 54 and switch 21. Volkmann then raised and

surfaced the north and south approaches of Ward's Bridge with rock ballast. The price of this professional track work, which included removal of old tie debris via dumpster, was \$58,074.00 plus \$2,309.00 for ballast for the Ward's Bridge approach surfacing that was delivered with the use of a semi-dump trailer provided by Jeff Bennett.

(Continued on page 20)



Doug Rundell

Some of the new tie bundles in the parking lot before installation started.



Doug Rundell

Volkmann crew getting the production tamper on the rails on April 4th, 2022.



Fred Lonnes

| After the mainline ties were inserted ballast is being spread on the Ward's Bridge approach April 13th.



Fred Lonnes

| Spreading the ballast by machine and by hand.



Fred Lonnes

The production tamper at work, tamping every tie in place.

Track Work in 2022

(Continued from page 19)

Previously in 2020, Volkmann Railroad Builders received \$59,800 to replace mainline and switch ties as well, as they can do it much faster and more efficiently than by an aging volunteer work force. We do maintain a supply of ties for emergency repairs.

Acting Roadmaster *Fred Lonnes* also replaced missing bolts in the South Coleman switch frog and made repairs to broken rail bonds as needed on the main track and in the Coleman Yard siding. *Fred* also installed a new derail on Track 5 in front of the car barn along with a removeable flag. This complements the derail that has been on Track 3 for over a decade. He also installed new point locks on the DeYoung Junction switch and the Blackhawk siding switch. These locking devices utilize standard switch locks and are an addition to the locks on the switch stands themselves. Both these switches are infrequently used so these point locks are added protection against tampering. Operating crews are reminded to take a six-foot lining bar with them in order to throw the DeYoung switch.

Assistant Road Master *Patrick Storm* has also been adding stone to the cinder ballast mainline embankment underneath the Stearns Road Bridge at Coleman to keep it stable using #5 to pull the EZ dumper after it is loaded at the museum driveway with our Case tractor.

At the end of July trouble was found in the carbarn three-way switch which is actually two switches nested into each other to compactly serve the three tracks of the carbarn. This pair of switches were salvaged from the CA&E paint shop leads at Wheaton Shops. *Jeff Bennett* and *Connor Ladley* changed out some damaged switch ties with ones we fortunately had on hand using a small, tracked backhoe, track tools, the museum's pneumatic spiker and electric Jackson tamper over a period of a couple of days in August. With everything back in gauge, continued access to the barn's three tracks was restored.

Joe Hazinski



Fred Lonnes

Surfacing the track so both rails are even so our cars have a level ride.

(More photos on pages 22-23)



Joseph Hazinski

The finished product, smooth, level track on each side of Ward's Bridge on April 25th.



Joseph Hazinski

The new point lock at the DeYoung Junction switch. This safety feature requires a bar to reset it when the switch is set for the Forest Preserve.



Mike Gilles

August 9th emergency tie replacement on the "three-way" switch on the carbarn lead.



Mike Gilles

| Almost done with the tamping on August 10th with #5 ready to make test runs over each route.



Mike Gilles

| The new derail and removable sign on Track 5 in front of the carbarn.



Joseph Hazinski

| One of the signs being assembled.

Sign Boards for 4451

To make CTA L car 4451 more complete I decided to make up some route/destination sign boards and I wanted it to be a surprise for *Jeff Bennett* and everyone else.

Fred Lonnes had made a drawing many years ago with the needed measurements. I secretly enlisted *Joe Caliendo* to make up the wooden pieces and our neighbor *Leo Metz* to make the metal parts to hold them together. At *Leo's* suggestion I contacted my local Alro Steel distributor in Milwaukee and ordered the metal panels to make up the actual signs. I consulted with *Bruce Moffat* about the proper wording. After priming and painting the three panels I went to my local Fast Sign shop to have them do the lettering. Since I fondly remember riding the 4000's on their last CTA assignment, the Evanston Express, I wanted a red "Evanston Wilmette" sign specifically. Upon studying old photos, I discovered that prior to the arrival of the 1-50 cars in 1959, the Evanston Shuttle service used pairs of 4000's which carried a "Howard" sign on their south ends. So now I had two signs. For the reverse side of these signs, I made up ones that read "Blackhawk Forest Preserve" for the Howard sign and "South Elgin Castlemuir" for the reverse of the Evanston Wilmette unit. I chose "Colonial Red" paint because it was the closest stock color to the "Blackhawk" station sign on our platform in the Jon Duerr Forest Preserve. Now we can run with signs from the Evanston shuttle and Express days in Chicago or use the other side to reflect our current



Mike Gilles

| Revealing the first sign at the 2021 Members Day.



Mike Gilles

| Showing one of the special signs for use on the Fox River Line.

demonstration operation on the AE&FR. I made up a third sign that states "Special Train" for charters on one side and my favorite, "Not In Service" (for training runs) on the other. I obtained a portfolio case to keep the signs in, when not in use.

This set of signs was presented to

the museum during Members Day October 1st, 2021. I am looking forward to the day when 4288 can run with 4451 proudly showing either the historical signs or the Fox River signs.

Joseph Hazinski



Joseph Hazinski

New Platform for Track Two

After the old high-level platform for Track Two was damaged beyond practical repair it was decided to build a new wheelchair accessible platform. After the low-level brick platform was modified to fit the proposed ramp, Jeff's Heritage Rail Hauler high-rail auger truck was brought in to bore the holes for the foundation piers followed by pouring the concrete on August 25th, 2022. Because of supply chain issues all the materials did not arrive until September 9th. Frame construction started the next day by Andre Juerke. On September 16th the basic decking was completed with the flipping edge board installed on the 18th. By September 25th all wood construction was done complete with metal pipe railings along the ramp and at the stairs. A cement landing was poured at the bottom of the stairs and allowed to set. In the meantime, Andre, Mike Gilles, and others restored authentic L platform light standards which have been in storage in the car barn for decades. Besides being cleaned up, primed, and painted white, they were rewired for 120 volts AC to use modern LED lightbulbs. The lights started going on at dark on September 30th. The cost was \$19,722, material and labor, which was covered by donations as it was



Mike Gilles

Jeff's high-rail auger truck drilled all the foundation footings.

not a 2022 budgeted project. The platform first went into service on Members Day, October 1st, 2022. The old platform was removed to behind the car barn where it was disassembled with the brackets and hinges salvaged for use on the edge board of its' replacement. After the wood cures and dries out, the structure will be sealed

next season. When used with CTA 4451, with its wide doors and open interior, patrons in wheelchairs will be able to board our educational demonstration ride at Castlemuir as well as at Blackhawk.

Joseph Hazinski

(More photos on pages 26-28)



Joseph Hazinski



Doug Rundell

| Here are the footings in place August 28th, 2022.

| By September 9th the materials finally arrived.

| Wasting no time Andre Juerke and his brother Mike assembled the landing on September 10th.



Doug Rundell

| In this September 15th view, the firm under framing of the ramp can be seen.



Mike Gilles



Mike Gilles



Tom Albright

The next day all the decking was installed.

With the “caboose train” in the background on September 18th, the railing framework is in place.



Joseph Hazinski

The work area was roped off in this view next to the old platform.



Security camera photo

Mike Gilles and Andre mix up cement for the landing below the completed stairs. Note that the railings have been capped and handrails have been applied to both the stairs and ramp.



Mike Gilles

Andre is scaling the paint off the old L platform lights we had in storage.



Joseph Hazinski

On Members Day, October 1st, 2022, the platform is used for the first time with Jeff Bennett and Laura Taylor using it to address the membership in attendance.



Joseph Hazinski

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Address change: Send address changes to the museum's mailing address: Box 315, South Elgin, IL 60177.

The next day, Sunday October 2nd, the platform is in regular public service with CTA 4451.