

FOX RIVER LINES

m a g a z i n e

official publication of the
FOX RIVER TROLLEY MUSEUM



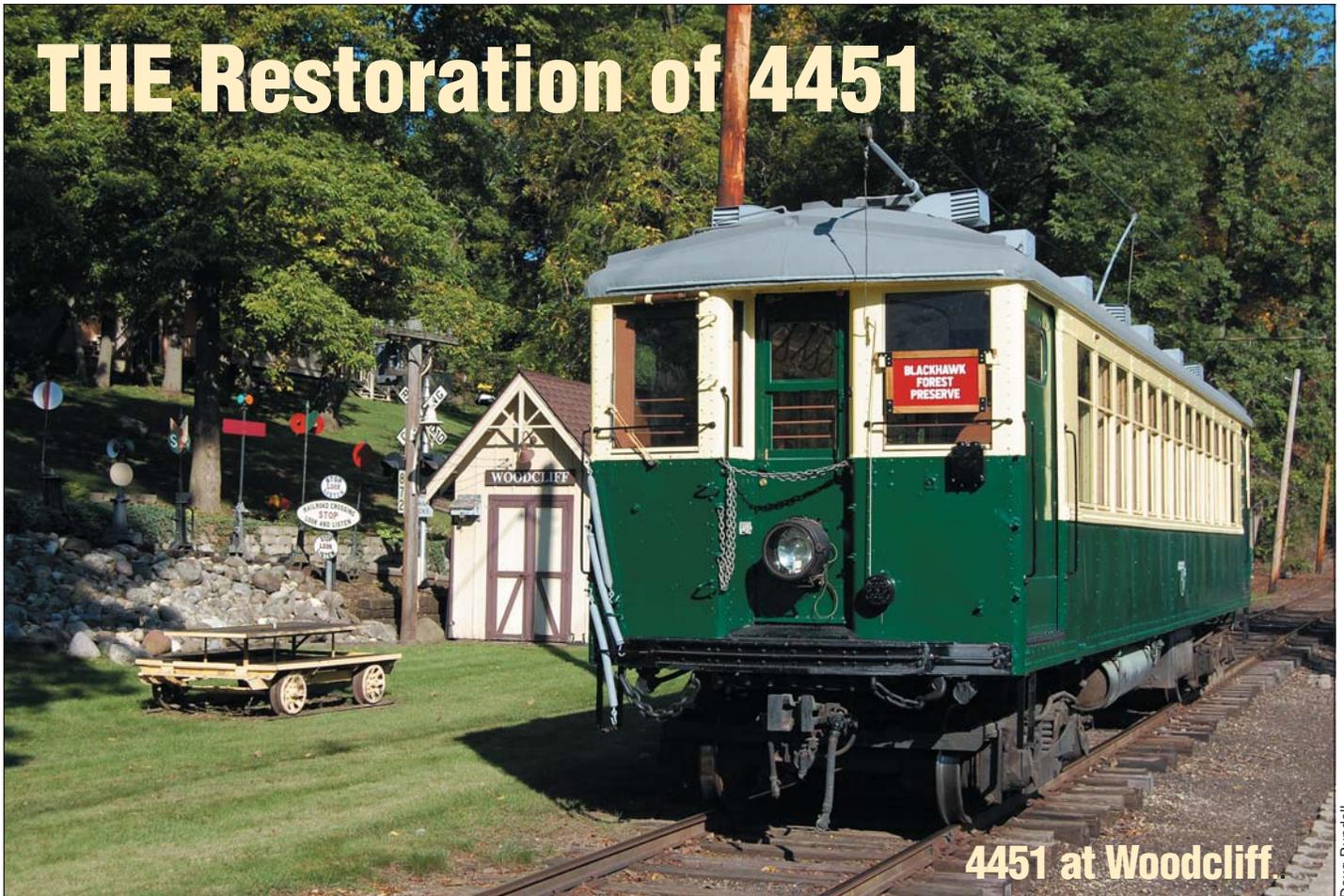
Come ride with us!
2021-1

news from
**UNDER
the wire**

RECENT FOX RIVER LINE HAPPENINGS

news from
**UNDER
the wire**

THE Restoration of 4451



4451 at Woodcliff

Doug Rundell

CTA 4451 has been a pivotal piece of rolling stock at the museum since it was acquired in 1975 and accumulated more miles in demonstration service than any other car, most often being the second car in the two-car operating scheme used for passenger operations. Over the years it developed a leaking roof as repairs were tried to stem rain and snow melt from entering the interior. Unfortunately, these efforts caused moisture to be retained in the floor and the interior ceiling was starting to come loose. By the end of 2009 it was decided that the car no longer could be used in passenger service for fear of the ceiling coming down. It was used from time to time, to store and transport pumpkins to Coleman for the Pumpkin Patch trains. Since it has a strong compressor, it served to power our pneumatic spiker when it came time spike to the new ties in the rebuilding of Track 2 at Castlemuir in 2015. The north trolley base was starting to

sink into the roof and the trolley boards were warping, making moving the car a risky proposition since the pole didn't track very well on the overhead. Its last use was during the 2016 Polar Express™ when scrimms were placed in the mainline facing windows which were then back lighted to give the "North Pole" some more ambiance.

2018

CTA 4288, which had been a long-term resident in the car barn, was tarped and moved outside so 4451 could come in and take its place. *Jeff Bennett* started work at once to remove all items from the roof and eventually the wooden roof itself which revealed the old horsehair insulation which was removed and discarded. Then it was time for the interior ceiling panels to all be removed. Eventually every seat was removed along with all

(Continued on page 3)

From the Editor:

Unfortunately, I continue to be behind in the production of the newsletter. This is my failing, but I do enjoy writing and trying to put together an interesting and informative newsletter which presents a current and historical record of what we are doing at the museum. Current events are covered in the *News* section of our website. To try to resolve this situation I am looking for an associate editor who can help me get back on track and getting the *Fox River Lines* out in a timely manner. This is also part of the idea of succession and continuity as the membership grows and changes as those of us who have been in positions for a long time, age out. Ideally this person would come from the membership who currently is not in an active leadership position as everyone who has a current job title is doing as much as they can. I suspect it would be helpful if this person would have some experience in working with media and publications. But most of all they must have the energy and dedication to the telling of the story of the Fox River Line and the Fox River Trolley Museum.

The nature of communication has changed greatly in the last two decades. People now communicate via the Internet through social media, emails, friends' groups and our website; means which did not exist when the museum was started in 1962 or even 1984 when the not-for-profit association was created and certainly where not even a concept during the historical era we interpret. This is far different world than the one I was in in 1965 when I started my involvement in electric railway preservation activities. We are well into the first quarter of the 21st century as we try to interpret an industry that started in the last decade of the 19th century and for all intents and purposes ended a decade past the middle of the 20th century. That's quite a responsibility but we have the electronic tools of the 21st century to help us.

One thing that has not changed regardless of the century, is the need for people to do the work, volunteers and members, whom we should always be recruiting and on the lookout for. Retention of members whether active or not, should always be an ongoing process as today's casual member maybe tomorrow's department head or board member.

Joseph 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.

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FOX RIVER TROLLEY ASSOCIATION, INC.

2021 BOARD OF DIRECTORS

Edward Konecki, Jeff Bennett, Fred D. Lonnes, Douglas Rundell and Patrick Storm

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Vice President - Fred D. Lonnes
Secretary - Patrick Storm
Treasurer - Douglas Rundell

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Collection Assessment Committee -

vacant

By-Laws Committee -

vacant

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Assistant Store Manager - James Slattery

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Coordinator - vacant

Membership Development

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Media Relations Coordinator - vacant

(Robert Breese-Rodenkirk-advisor)

Curator - Joe Hazinski

Archivist - vacant

Web Master - Lorrie Nevins

Education Coordinator - Bernard S. Kamenear

Capitol Development Coordinators -

Edward Konecki and Douglas Rundell

Publications Manager - Edward Konecki

Community Relations

Manager - Lorrie Nevins

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Car Superintendent - Joe Hazinski

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Assistant Roadmaster - Patrick Storm

Chief Lineman - vacant

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Superintendent - Fred Lonnes

Electrical Supply and Signals - Ralph Taylor

Information Technology - Edward Konecki

MUSEUM SAFETY DEPARTMENT:

Safety Coordinator - Ralph Taylor (acting)

Assistant Safety

Coordinator - Bruce Kuhnhofer

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The 2022 staff list will be in the next issue.



Joseph Hazinski

| 4451 has been swapped out for 4288 in the car barn just before work started in April 2018.



Jeff Bennett

| Removal of the old roof started in earnest shortly after.



Joseph Hazinski

| After the interior ceiling was removed the wooden sandwich members around the metal carlines were also removed as unsupported conduit for light circuits droop down.



Jeff Bennett

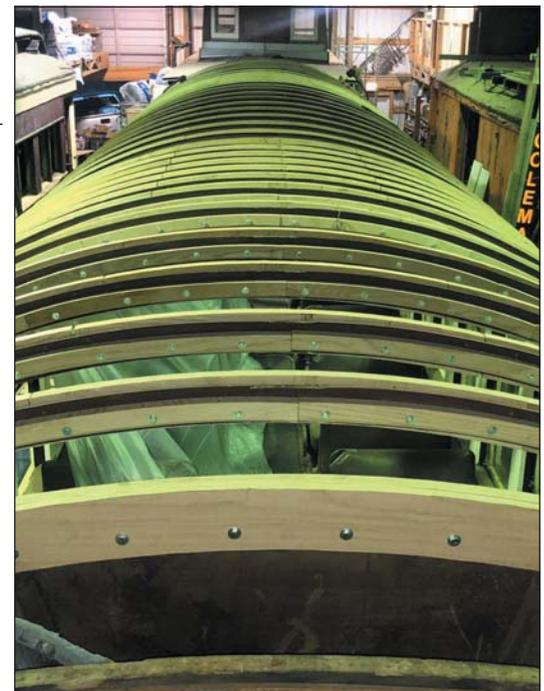
| By June 2018 the metal carlines have been wire wheeled and primed.

THE Restoration of 4451

(Continued from page 1)

in-body air brake components, electric heaters and eventually the door engines. The wooden nailer portions of the carlines were removed, and newly fabricated arched wood pieces were attached to these de-rusted and primed metal frame members which support the actual wood roof. Over the winter season new roof tack moldings were applied to the sides of the car.

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Jeff Bennett

| Mid-September and the wood ribs have been made up and bolted to each side of the carlines. It is to these wood pieces that the tongue-and-groove wooden roof will be attached to.

The Restoration of 4451

(Continued from page 3)

2019

With all seating removed the very water damaged wood flooring could be removed, sometimes with a shovel. In the meantime, *Fred Biederman* started working on the car's framing at the south end, replacing major parts of the underframe structure that had severe rust damage. He also took on replacing the chain and pulleys of the handbrake system, parts of which had turned into an unusable rusty mass. Concurrent with this, brothers *Thee and John VanPaseuth* removed and replaced the steel sub floor with all new steel, welding the plates together. As time progressed Jeff cut the bottom eight inches off the side sheets on both sides of the car. This caused the car to sag as the steel side sheets keep the car square, so our screw jack stands, last used on the L-202 motor project, were used to correct the camber of the bottom sills. With this opening, the base of every carline on both sides of the car were cleaned up, weld repaired and painted to inhibit rust, repairing damage which had happened because of the water retained in the wood flooring.

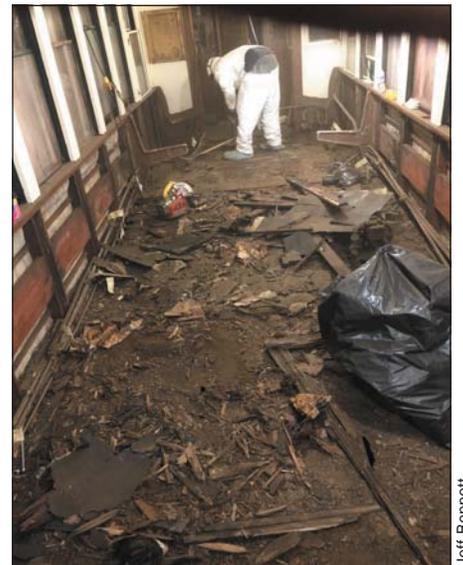
During the interior de-construction process of the walls below the windowsills, a neatly folded copy of *The Commercial Times*, a now moribund Cincinnati newspaper, dated Wednesday September 16, 1925, was located and retrieved, probably placed there by Cincinnati Car Company worker. This suggests that the car may have been completed sometime by the end of September in 1925, even though CRT and CTA records always called 4451 and its sisters "1924" cars, the year the cars were ordered in December. *Jeff* took charge of the newspaper, and it is in storage in the archives pending professional care to preserve it.

The cleaned up and primed interior ceiling panels were then installed. Modern insulation was then placed on top of the ceiling which then was enclosed with tongue and groove boards to form the exterior roof base after new tack moldings had been installed along the bottom edge. Once this was completed, the bonnets over the vestibules with their



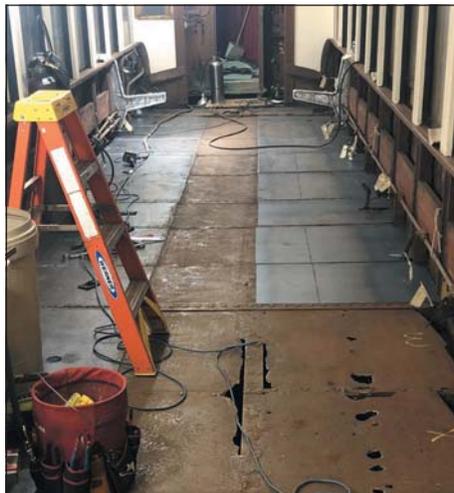
Jeff Bennett

By January 17th, 2019, the seats, heaters and air components had been removed from the car and the ceiling reinstalled along with new moldings above the windows as the crew worked through the winter. Here the lower side walls are being stripped out.



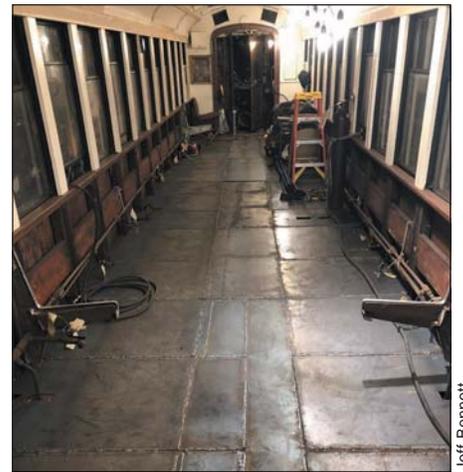
Jeff Bennett

Next the door engines were removed, and the floor was taken up. Seemingly endless plastic bags of debris were hauled out of the car.



Jeff Bennett

In February work is well underway in replacing the steel sub floor.



Jeff Bennett

Here all the steel subfloor has been welded in and the body bolster can be seen in the foreground.

About an eight-inch high section of the side walls was cut out of both sides of the car. Here Jeff is working on one of the carlines which were all weld repaired at the side sills.



Mike Gilles



Joseph Hazinski

Here is a detailed view of the base of a carline where it is attached the bottom side sill. All work was primed after repairs to inhibit rust.



Joseph Hazinski

The new roof is covered with a temporary tarp. One can see the bottoms of the corner post and door post which are cut away prior to repair. This is also a good view of the side showing all the bases of the carlines which were repaired.



Joseph Hazinski

One of the unintended results of removing the bottom eight inches of the side sheets was that the car sagged. To counteract this, car stands were employed to return the proper camber to the side sill.



Joseph Hazinski

Once the car was plumb, the task of adding sheet steel was started. These new pieces were "huck" bolted to the side still and then the slow process of weld filling the gaps between the old and new steel was begun.

compound curves were recreated at both ends of the car. Because of the water induced rot the car had suffered from at the museum, *Jeff* decided that the whole roof should be covered with a roofing sheet product called *Ice and Water Shield*, a material that was unheard of when the 4451 was built and in service on the Chicago L.

All four of the sliding side doors were inspected, removed and repaired as needed. One had the bottom ten inches of metal skin replaced on both sides while others just had spot patches welded in to replace the rusted skin.

Both vestibules and cabs received heavy repairs. Both master controllers and brake stands were removed. After frame repairs and replacement were made by *Fred Biederman*, metal subfloors were installed over the work. The lower portions of the car ends were badly rusted out, so the affected areas were cut out and replaced with new sheet metal and new structural metal at corner posts and train door doorposts. The master controllers were overhauled and put into storage.

(Continued on page 6)



Jeff Bennett

Concurrent with all this side wall metal work, Fred Biederman was working on the rusted under framing and handbrake at the south end of the car.

The Restoration of 4451

(Continued from page 5)

2020

All the side panels received new metal for the bottom eight inches with “Huck” bolts (oval headed bolts with a partially serrated shank) used to fasten them to the bottom sill, in place of the rivets that were originally used during construction at the Cincinnati Car Company. This technique was copied from the CTA’s similar repairs which were found in the areas of the door pockets for the sliding side doors where patch work repairs had been done when the car was in service. While the 4000’s had little to no street operation to cause such salt induced corrosion, lots of salt was used on the L platforms and was carried into the cars at the doorways which in turn was transferred into the door pocket areas by the lower edge of the doors. The top of these side sheet filler pieces were then welded to the upper original panels very carefully and slowly by *Thee and John* so as to cause as little metal deformation possible. The vertical seams between side panels were carefully replaced and/or reconstructed with huck bolts and skillful welding. All welded seams then had to be ground flat and filled with *Por* epoxy body filler so that they could be sanded flat. Needless to say, this was a time-consuming process

While all this was going on the seat frames and heater cases were sent to Elkhorn, Wisconsin where *Kyle Kunzer* sand blasted, repaired, and primed and painted them for future installation.

The floor was gradually reconstructed with two layers of marine grade plywood taking the place of two layers of tongue-and-groove that covered the original steel sub floor. Finally, the time came to install the last layer of wood tongue-and-groove flooring in the seating areas. After insulation was installed, new paneling was put in place to make up the interior walls. Interior air brake components were reinstalled and new pipes passing through the floor were replaced at the brake stands in both cabs.

As the car was coming back together structurally, *Jeff* started priming and painting the exterior and interior as completed work would allow. For a while the exterior was in white epoxy primer giving the car a ghostly appearance. Starting with the ceiling the interior would be primed and then painted with epoxy paint with this process continuing downward inside the car as wood-working projects were completed, including all new windowsills.

By the close of the year all the car heaters were reconstructed with new heater strips and then wired into the car as this had to be done before the refurbished seat frames were carefully installed upon which the heaters are mounted. By January 1st the interior was looking more like it should.

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Joseph Hazinski

The ceiling panels have all been stripped and new seam moldings have been applied by May 22nd.



Joseph Hazinski

By the end of May the ceiling and upper walls are primed and ready for the finish coat.

While much interior work went on during the winter and spring it was finally time in June 2020 to prime the exterior after all metal work on the sides and ends were finished.



Joseph Hazinski



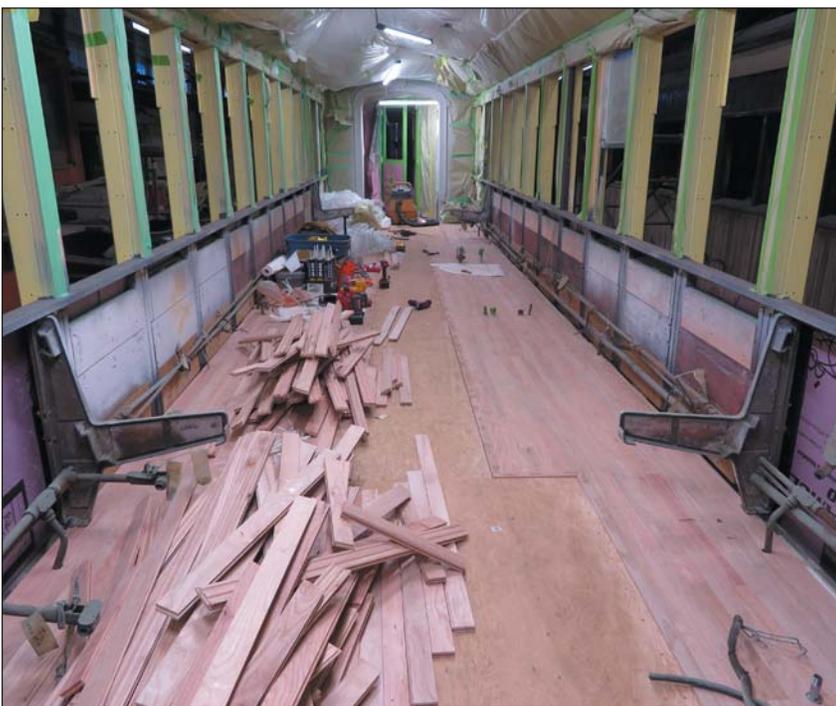
Joseph Hazinski



Jeff Bennett

The windowsills were completely replaced as work inside the car continued almost every weekend.

Jeff is starting the masking of the freshly primed and painted ceiling so that the walls and window posts can be given their finish coat.



Joseph Hazinski

After two layers of plywood have gone down on the metal subfloor, tongue-and-groove flooring is in the process of be installed while work on insulating the walls is being done.



Joseph Hazinski

As the steel work in the south or #2 vestibule is complete Fred Biederman has installed the refurbished hand brake staff.

The wood flooring is done, and the lower walls have been enclosed so that the second interior color could be applied by the end of September.



Joseph Hazinski



Mike Gillies

The completely rebuilt heaters have been installed and now Rylee Bennett and father Jeff are installing the seat frames.



Jeff Bennett

Kyle Kunzer is rebuilding the brass window frames at his shop in Delevan, Wisconsin as 2020 comes to an end.

On members day, October 10th, 4451 came outside for display. Note all the windows are out of the car and that the roof is still in need of canvas.



Joseph Hazinski

The Restoration of 4451

(Continued from page 6)

2021

Work continued through the winter of 2020-21 as heat was provided by a propane fueled construction heater. Chief Car Officer *Jeff Bennett* developed an extensive punch list of all items that needed to be completed to have the car ready for service on opening day of the 2021 season, May 9th.

Kyle Kunzer rebuilt all the side and standee windows that *Thee* and others had carefully disassembled. As some of the brass material had corroded away *Kyle* reverted to the old process of lead repair and then repainted them. Then the windows went off to *LeWalt Glass* in Crystal Lake for glazing. While all this was going on *Jeff* worked on rebuilding the battery charging resistor so that the batteries could once again be recharged. Battery power is necessary for both propulsion control and side door control.

Concurrent with the work going on, all light fixtures were inspected, cleaned up, clear coated and repaired as needed and then installed in the interior of the car. As the restored windows were returned both the standee and lower opening portions were installed in the car. The ceiling mounted handholds over the longitudinal seats at the ends were also reattached to the ceiling. As the blocking for the ceiling vents were not installed when the roof framing was done, *Jeff* made up aluminum ducts from the ceiling to the roof to keep the passageways open. Then the restored, repainted regulator ceiling grates could then be installed at each opening. The two route sign boxes with restored crank mechanisms were then installed in the car along with the four bulkhead advertising frames.

While a lot of work was going on in the interior of the car, work was started underneath in the form of inspecting and cleaning out the two traction motors at the number one end. Concurrent with this, was work on the exterior roof, first with the burlap padding being placed over the whole roof area. Followed by the actual canvas. The canvas itself had been seamed and was washed to get the sizing

(Continued on page 10)



Jeff Bennett



Jeff Bennett

2021 started with the repaired windows going to our friends at *LeWalt Glass* in Crystal Lake for glazing.

In March after installing the side windows, burlap was laid over the roof and then the canvas was applied and pulled tight with homemade clamps pulling tension to get the washed canvas to conform to the curves of the roof.



Jeff Bennett

Here is another view of the array of clamps pulling the canvas taut.



Jeff Bennett

As work progressed on the roof and after the air brake system was put together, Connor Ladley was one several people who went over the magnet valves in the control group.



Jeff Bennett

It is April 7th and the saddles for the roof boards have been installed with the finish coat being put down in anticipation of boards being installed.

out and dried in a vacant room in a building owned by *Jeff* in Crystal Lake. Then clamps were attached to the edges of the canvas on both sides, and both ends and periodically adjusted stretching the canvas over a period of days to get it taut. Next the edge of the canvas was tacked with a pneumatic tacker along the tack moldings first on the sides and then on the ends to hold the stretch of the material with the excess canvas being cut off. After that sheet plastic was put in place around the perimeter of the roof, canvas primer, specially formulated so as not to react with the *Ice and Water Shield*, was then applied to the canvas. All new roof saddles for the roof walk were cut out, primed, predrilled and painted.

Meanwhile underneath the car the group switch was inspected with all the magnet valves removed, cleaned and repaired as needed, along with the reverser and motor cut out switch. Once reinstalled the function of the magnet valves were tested with shop air provided by our AC powered carbarn compressor. Group switch access covers were also cleaned up, primed and painted including insulation paint on the inside. All contact tips were inspected cleaned and renewed along with their arc chutes. The air compressor was serviced and the bracket for the U-4 valve portions was cleaned out as air brake components were re-installed inside the car body.

Back inside, new safety decals were applied to the windowsills and doors and new 4451 fleet number standee windows were also installed under the now operating interior lights. Gradually both cabs were restored as the master controllers, brake stands, refurbished windshield wiper motors and electrical switches were put back in place. *Fred Biederman* methodically installed each door engine aligning them to the floor, hooking up air lines and electrical wiring after attaching each unit to its respective door. Special effort was made to make up new sensitive door edges so they would operate safely as required.

4288 and 4451 swapped positions in the barn so 4451 would be first out. Topside the area under the roof walks was painted the grey finish roof color and the saddles were screwed into the carlines while boards for the roof walk were cut, primed and painted and then eventually installed. The two trolley bases, which were restored off site by *Jeff*, were returned and carefully hoisted to the roof for installation. Once the bases were in place along the fuse box and lightning arrestor, the electric cables could be installed to route the 600 volts to the electrical cabinet inside the car. The roof vents were then installed with sealant applied under and around their edges to keep water out. Roof grab irons were installed at each end and with all appliances in place the painting of the roof could be completed.



Joseph Hazinski

The car was masked with plastic to keep the roof paints off the fresh finish on the sides and ends of the car.



Joseph Hazinski

A replacement windshield wiper motor (air operated) was installed at the south end of the car as CTA had disabled this cab during its last years of service on the L.



Mike Gilles

Dan Kelly and James Tarbet are installing a trolley base to the trolley boards.



Jeff Bennett

The roof vents, having been cleaned and repainted, have been installed on the car along with the trolley bases and other roof appliances. The finish coat still has to be applied.

Inside the rubber flooring was installed in the isle and in both vestibules with the help of a new linoleum roller. A group of sample seat backs and cushions were received from the upholstery shop in Chicago with the balance still being reworked. Hinges and train door handles were adjusted and installed as new window glass allowed for the cab and end windows to be installed. A lock was installed in the south train door while latches were installed on the north train door to eventually allow secure storage once the car is parked outside.

Brand new window shades, purchased from the original vendor, *Adlake* in Elkhart, Indiana, were installed in the car.

On the north or #1 end of the car *Jeff* installed the restored classification light boxes on either side of the train door and wired them up to the selector switches located behind the motorman's cab. Recharged period correct CTA marked fire extinguishers were installed in their bulkhead mounted boxes at each end.

(Continued on page 12)

On Sunday April 18th, 2021, the first attempt to operate the car was made. It made it up to the Track 2 platform but the controller in the south or #2 end of the car would not make the car move south, so the car was backed into the barn using the #1 end controller. It was later found that a wire had not been reconnected. Finally on Sunday May 2nd, three shakedown trips were made which allowed some operating crew members to engaged in some training even though there were some gremlins. On Thursday May 6th, *Jeff* was finally able to pick up the remaining seat backs and cushions, the last remaining major item on his punch list. As was the plan, 4451 resumed her operational status on the opening day of the 2021 season, Sunday May 9th. Once in operation other glitches were encountered, the most serious being the J model compressor governor which would not hold its on and off settings. A similar S model governor was serviced and installed which resolved the issues. Adjustments continue to be made as issues arise, but the car is now available for demonstration operation.

Thanks to everyone, including those not named in this article, who contributed to this nearly four-year project. Lessons learned will be applied to 4288 and eventually 4103.

Joseph Hazinski

James Tarbet puts the pole on the wire on April 18th, for its first test run. Unfortunately, a test trip could not be taken as the controller on this end of the car would not work. The car was then backed into the barn using the controls at the north end.

It is May 2nd, and the car is being powered up for another attempt to test the car.



Joseph Hazinski

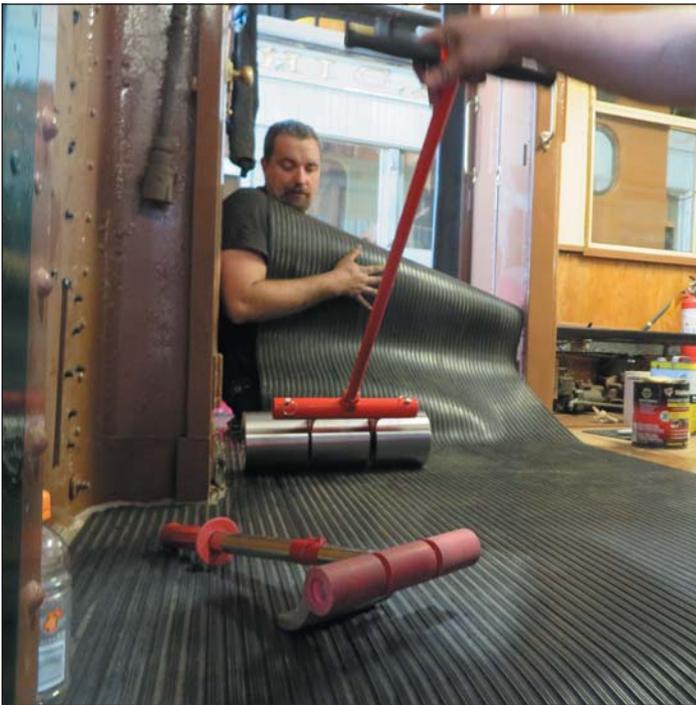
In a still incomplete state 4451 was moved out of the car barn under its own power for the first time in years. Joe Caliendo is standing by as the crew prepares the stinger for the next move from Track 4 to under wire.



Joseph Hazinski



George Barreto



Joseph Hazinski

Jeff and James Tarbet are finishing up installing the rubber flooring while the car is under power.



George Barreto

With the headlight installed, floor done and whistle in place 4451 is ready to make another attempt at a test run.



George Barreto

Barbara Bennett and Mike Gilles pose with the car while the editor contemplates what is next.



Joseph Hazinski

We made it to Blackhawk! Trainmaster Damin Kenan waits for the return trip as Chelsi Barreto attends to her phone while Jeff starts heading to the north cab. At this point we do not have all the seat backs and cushions.



Joseph Hazinski

Jeff sets the pole for the northbound trip back to Castlemuir. In all three round trips were made for testing and familiarization on May 2nd, 2021.



Mike Gilles

While most of the work on 4451 was done on weekends, efforts were made on every day of the week leading up to opening day. Here on May 5th, Fred Lonnes is assembling one of the new shades that were manufactured for 4451.



Mike Gilles

It is Thursday May 6th and a happy Jeff is unloading seats from the tool ambulance after picking them up from the upholstery shop in Chicago.



Mike Gilles

The same day all the seats are in the car and most of the shades have been installed.

Sunday May 9th and 4451 is ready at the mainline platform for her first revenue trip since 2009.



Joseph Hazinski



Joseph Hazinski

| On board the first trip back to Castlemuir as we pass through Coleman.



Joseph Hazinski

| Arriving at Blackhawk on her second trip of the day.



Joseph Hazinski

Our first wheelchair passenger as Fred Biederman wheels his wife into the car at Blackhawk on May 9th, 2021.

Financial Controller Appointed By Board

The Board of Directors recently added the position of Controller to Association's organizational structure. Member *Barbara Stuenkel* has accepted an appointment to that position. Barbara has been a museum volunteer since 2009, where she and her sister Phyllis started creating the S'Mores packages for our ghost trolley trains. Since 2017, Barbara, who is a CPA, registered in the State of Illinois, has contributed hundreds of hours in assisting in the preparing the Association's tax returns as well as providing the sweet treats for ghost trolleys.

Barbara's career started in public accounting doing Tax Preparation, Auditing and Financial Statement Reporting. She then joined Nabisco in Chicago and worked in various accounting positions there. After Kraft acquired Nabisco, Barbara moved to Kraft in Glenview and Northfield. She retired from Kraft-Heinz in 2016, giving her more time to helping out family and friends but has stayed current as an Accounting Professional by volunteering her time.

Small volunteer-run non-profit organizations can drift into

the practice of having one individual handle all financial matters. However, recommended good practice includes 'separation of duties' where financial duties are divided among multiple individuals. Operating in this manner sends a strong message to potential donors and grant providers that the organization's funds are being properly stewarded and accounted for.

This appointment is one of several Board actions taken to formalize the Association's financial management practices, incorporate a broader range our of separation of duties, upgrade the accounting system for better Board access, and facilitate preparation of Financial Accounting Standards Board (FASB)-compliant financial reports.

Although final details are still being settled, it is anticipated that Ms. Stuenkel will carry chief responsibility for preparation of tax return filings, maintenance of the accounting system, reconciliation of the monthly bank statements, and report generation.

Douglas Rundell - Treasurer

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