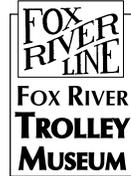


FOX RIVER LINES

m a g a z i n e

official publication of the
FOX RIVER TROLLEY MUSEUM



Come ride with us!

2021-2

news from
**UNDER
the wire**

RECENT FOX RIVER LINE HAPPENINGS

news from
**UNDER
the wire**



Jeff Bennett

| Here locomotive MS-65 rests in CTA's Skokie Shops after it was declared surplus.

CTA MS-65 25-ton GE Diesel Locomotive – Part One

This unit, a four-wheel industrial locomotive, GE serial number 15853, was purchased July 2nd, 2020, from the CTA for \$2232.14 with funds donated by *Jeff Bennett*. It was moved by *Jeff's* gooseneck lowboy semi-trailer from the CTA Skokie Shops to Diesel Redemption in Crystal Lake on July 15th, 2020, at no cost to the museum. At the time it was inoperable and in need of new windows, the openings which had been boarded up prior to the move. On July 27th the windows and accompanying gaskets were replaced at LeWalt Glass in Crystal Lake with the owner Ken giving us a good price on new gasket material, glass and labor. New industrial batteries were obtained on July 25th. The plan was to inspect, service and repair all systems so that the locomotive could propel itself, off of the detachable gooseneck highway trailer it was moved with, onto the mainline at the museum in August 2020.

Inspection has revealed that the prime mover is a reconditioned Cummins 855 diesel from 1984. The locomotive also came

with Ohio Brass Form 5 rapid transit couplers adapted and mounted by the CTA. The original MCB railroad couplers were also received in a steel parts basket as part of the purchase. This unit may have replaced the museum's CTA L-202 (renumbered S-343 at the time) as the 63rd Street materials yard railway interchange switcher. MS-65 was eventually moved to Skokie Shops by truck and markings indicate that the diesel engine was last serviced in January 2013. The CTA also fitted both ends of MS-65 with steel locomotive style snowplows modified to clear the third rail. Work was started on converting the window mounting system to an all-gasket type at Skokie but stopped and it was eventually declared surplus. Seeing its value to the museum with its OB form 5 couplers for moving the all-electric CTA cars and crane flat car S-314, *Fred Lonnes* helped facilitate the inspection of the unit and purchase by *Jeff* for the museum.

(Continued on page 3)

From the Editor:

This is a catch-up issue which includes two stories of acquisitions that took place in 2020 that need to be chronicled less the history of these efforts at the museum be forgotten.

With the MS-65 article, I kept a running narrative of what was happening with the locomotive which is why there is so much information. The draft of the second part has been composed but photos have to be selected. With other articles I refer to photos I took, and those others have supplied to build the story. Of course, everyone is encouraged to submit articles, suggest topics as well as share photos and even story outlines.

I am still hoping to have someone come forward to become an associate editor to aid with the process and help make publication timelier. My way is not the only way to produce a newsletter so new blood could bring about changes that would contribute to improved and more frequent issues. Jack Sowchin is a most talented layout person and a joy to work with. I would be remiss if I didn't give a shout out to Doug Rundell and Ed Konecki whose efforts keep our mailing list up to date.

Volunteers and contractors have been working away at so many projects, so much so, that it makes my head spin trying to comprehend the changes that are underway on the railroad, at the Castlemuir museum site, and with our rolling stock. Hopefully documenting these activities will help all members, new and old, our friends, and the South Elgin community understand all the effort that goes into the development of the museum as well as what it takes to operate our trains. This in turn may suggest to them unique ways that they can contribute. We all need to be thankful for everyone's efforts and support, no matter how great or small, as all efforts make the Fox River Trolley Museum a better place for visitor and volunteer alike.

Work has already started on the next two issues of the Fox River Lines.



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.

Joseph Hazinski - Editor

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Jeff Bennett

CTA MS-65

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GE constructed serial #15853 in September 1942 for the Columbia Steel works in Geneva, Utah, reportedly as a 36" inch gauge locomotive. It has a US Steel Pittsburg (California) Works inventory tag riveted to the throttle plate and two State of California 1943 certificates for air tanks issued to Columbia Steel (a US Steel subsidiary) in Geneva, Utah mounted above the rear windows inside the cab. It is unclear when it became a standard gauge locomotive or if the railfan roster information about its as-built gauge is incorrect.

The unit has locomotive air brakes only (SL-1 brake valve) with no provision for train brakes, a consideration when moving S-314. While both snowplows are bolted to the frame, the front plow is also welded to the mounting brackets. Temporary batteries were installed on Tuesday July 28th, 2020.

On Wednesday August 5th, 2020, *Jeff* was able to start the engine and actually move it on the trailer. The fan rubbed against the radiator cowling so that the cowling had to be trimmed and the fan bent back into shape and rebalanced. In order to access the underside of the locomotive while on the trailer, the B end snowplow had to be removed. The traction motor was blown down, inspected and the motor cover, which was in the cab, put back on. One sand trap was not functioning, so sand was removed, and the unit was repaired. All sanders were then cleaned out and sprayed internally with ceramic paint for better sand flow. The hand brake shaft was rusted to the steel plate which forms the locomotive deck. It was freed up and the bottom support casting of the staff was rewelded to the cab floor. While the air brake system does function, a working hand brake is a must. Part of the chain oiler system was missing but is a common truck part. The air horn was removed for cleaning. The pipe union on the front deck is for a breather pipe for the fuel tank, which was found in the cab and was reattached. *Connor Ladley*, an employee of Diesel Redemption and a museum member, worked with *Jeff* on the loco while it was at Crystal Lake.

Saturday August 8th, 2020, the locomotive was transported to the museum with *Connor* at the wheel of the Diesel Redemption tractor and was safely unloaded by propelling itself off of the removable gooseneck low boy trailer with *Jeff* at the throttle

On July 15th, 2020, CTA Shuttlewagon S-124 using flatcar S-602 as an idler pulls MS-65 out of the shop to put it on *Jeff's* modified equipment trailer.



Jeff Bennett

A CTA employee watches as the 25-ton GE locomotive is pushed onto the trailer.

while *Connor* and *Al Weber* watched the wheels. The rear snowplow, two spare OB Form 5 couplers modified for use with MS-65 and the basket containing the original MCB couplers and other parts were lifted off the trailer with the crane on S-314 and onto its deck for near term storage. A trip was made with MS-65 to Coleman, stopping under the Stearns Road Bridge. *Jeff* did not want to go any further as the chain oiler system was not yet functional. The unit is warm inside and noisier than locomotive 5, in part because the generator and air compressor are located in a cabinet in the cab which opens directly into the engine compartment instead of cab walls which separate the engine compartments of locomotive 5. A subsequent test run on Track 2 later in the day with *Fred Lonnes*, revealed that the journal box

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CTA MS-65

(Continued from page 3)

shims (pedestal liners) on the rear drive axle were worn causing the two axles to be slightly out of tram which in turn, may be responsible for uneven application of the brake shoes from one side to the other as the locomotive braked rather abruptly. One shim was removed from the right rear journal box to be used as a sample to make up a range of shim thicknesses so the rear axle can be trued up along with the floating front axle, which is adjustable for chain wear, so both wheel sets can be squared into tram. At the end of the day the unit was tied up, out of service on Track 5 south. The chain oiler system was partially restored on Tuesday August 11th.

Work started on Saturday August 15th on truing up of the axle alignment with the removal of all axle box shims completed on Sunday August 16th. Replacement shims made up by Leo Metz were on hand.

On Monday August 17th, paint rubbings revealed that MS-65 was once owned by Duffy & Son Inc. of Columbus, Ohio, an equipment dealer/broker that was in business from February 12, 1976, until May 9th, 2009. It is likely CTA purchased the locomotive from Duffy & Son and it appears the locomotive was painted white, at least in the cab area at that time. In the paint rubbing process, it appears that there is a layer of yellow paint between the white paint and the current (unusual for CTA) paint scheme. Subsequent information indicates the unit was once designated S-510 by the authority and arrived at the CTA with an HBI-600 Cummins prime mover. There is conjecture that MS stands for Material Service, the department of CTA that used it in the 63rd Street material yard.

Additional inspection of an area rubbed down on the cab wall did not reveal a serial number on August 23rd. The next step was to chemically remove the current paint in the area behind the engineer's side builders' plate site. The air tanks need to be checked from underneath to see if numbers can be found that correspond to the certificates on the rear cab wall. There is speculation that the gauge of serial number 15853 is incorrect on the two lists of GE 25 ton locomotives



Joseph Hazinski

The boarded-up locomotive behind Diesel Redemption's facility in Crystal Lake after arriving from Skokie Shops.



Jeff Bennett

One of the advantages of a locomotive on a lowboy trailer is that you can take it to the glass shop to get new windows.



Joseph Hazinski

Back from the glass shop with all its windows installed, the next step is to take it inside on the trailer into Jeff's shop to go over the diesel engine and electrical system.



Joseph Hazinski

Saturday August 8th, 2020 MS-65 waits to be released from the trailer to join the rails of its new home at the museum. The temporary steel rails screwed to the trailer deck are evident in this view.

constructed that have been consulted, as narrow gauge locomotives would have had a different style frame to accommodate the traction motor, gear drive and chain drive. Subsequent chemical removal of paint in the area of the engineer's side builders' plate did not reveal a serial number.

As of Labor Day September 5th, 2020, all four journal boxes had their pedestal liners (shims) replaced and the brakes adjusted. On a test run to Ward's Bridge and back it was confirmed that the traction motor nose mount is not connected to the frame. There is a bracket, that appears to have been installed at a later point in time, that the nose mount strikes when power is applied, especially when going forward, causing a loud clank that was felt in the locomotive. The bolt, castellated nut, spacer, spring, a snubber which takes the place of a spring, and washers for securing the motor, were all in the cab. Unfortunately access to this area under the locomotive will only be possible at Ward's Bridge as we do not have a pit.

There was another problem, this time concerning the chain oiling system. The feeder tubes to the chain needed to be recreated and installed to drip on both sides of the chain, another underside operation that requires pit access. Some of the equipment in the cab for this oiling system was on hand but not yet installed. To save oil, a system has been implemented that will only activate it when the locomotive is moving. All manuals indicate the locomotive should not be operated without the oiling system in order to preserve the integrity of the chain which transfers power from the rear to the front axle.

The traction motor cover, which was installed at the museum, is a replacement made at CTA, but it lacks ventilation holes, so it was removed during an inspection and work trip to Ward's Bridge. Once the ventilation holes are made in the replacement cover it can be reinstalled. This cover is important to keep weather and dirt out of the commutator area while allowing air flow to cool the traction motor.

On Saturday September 19th, the traction motor nose mounting hardware,
(Continued on page 6)

CTA MS-65

(Continued from page 5)

which had been loose in the cab, was installed along with new discharge tubes and associated equipment for the chain oiler system which is now connected electrically with the first contactor that closes whenever the locomotive is moved regardless of direction. The motor cover, with ventilation holes made in it was also reinstalled. *Jeff Bennett, Mike Gilles, James Tarbet, Berny Kamener* and a new member named *Bill* all had hands in this which was done at Ward's Bridge for underside access.

Sunday September 20th found *Jeff* and *Fred Lonnes* servicing the OB Form 5 couplers so that they would function properly. MS-65 was coupled up to CTA S-314 which in turn was coupled to CRT 5001 and all the units were pushed north to W&SR 73 to close up gaps between the cars to help curb pedestrian passage between the units. Now that the traction motor was properly attached to the locomotive there still is a lurch when the locomotive is accelerated. There are "points" or contactors that close as the locomotive is accelerated which change the field excitation of the generator. The resistor that handles the second point was thought to be open, so power generation drops out between the first and third point which contributes to the lurch which was masked by the banging of the nose mount of the traction motor before it was secured. The resistor is in a bank of four which are nearly impossible to reach, so the plan was to remove the group of resistors so a replacement resistor could be installed. The locomotive should then accelerate properly once this repair is made.

Fred Lonnes checked the remaining builders' plate he recovered from the locomotive some time ago and indeed it is 15853, the Columbia Steel unit. *Fred* has also obtained the correct style of locomotive batteries which are waiting in Crystal Lake to be transported to the museum and then installed to replace the industrial batteries that were first installed in August.

A locomotive bell was obtained, refurbished and mounted on the unit on October 24th, 2020, being welded in place.



Joseph Hazinski

With Jeff at the controls the locomotive is about leave the trailer as member Connor Ladley gets ready to monitor the move.



Lorrie Nevens

And down the locomotive comes on the museum's short ramp to the rails of the AE&FR.

MS-65 idles away on the mainline while the trailer is put back together.



Joseph Hazinski



Joseph Hazinski



Joseph Hazinski

CTA crane S-314 was fired up and here we see the basket with the MCB couplers inside, being swung onto the deck to join the rear snow plow and spare OB Form 5 couplers that came with the locomotive.

The resistors turned out to be ok, but the generator continued to lose excitation as the throttle was advanced thus not allowing the locomotive to accelerate to full speed and full power. On a Monday, October 26th, *Ralph Taylor* met with *Jeff Bennett* to check the generator with his various testing instruments. This involved disconnecting every field in the generator so each coil could be separately tested. One field was found to be weak. The next weekend Jeff had James Tarbet clean the terminals, applied insulating varnish and then reconnect the fields in hopes that the generator excitation problem would clear up.

To be continued.

Joseph Hazinski

After a number of repairs and adjustments were made the still ailing locomotive is heading down the car barn lead at the end of August 9th 2020. Read the story to learn of all the challenges the little GE has given the Car Department.



Joseph Hazinski

The Passing of Ed Tredup

9-2-1923 to 6-22-2021

I became aware of *Ed Tredup* through his late brother Ralph who in 1989 published the book *SOUTH ELGIN 150 Years of Heritage 1835-1985* which was commissioned by the then South Elgin Heritage Commission. My signed copy is a precious resource of information about the village. *Edward Tredup* and his late wife *Helen* were not only neighbors to our railway, but members of the museum as well. He constructed an outbuilding which looks like a motorcar shed along our line at a place which he called "Woodcliff" named after the street up on the bluff that parallels the Aurora Elgin and Fox River tracks. The founder of a local autobody repair shop, he was a very supportive community member and a collector of railroad hardware of all kinds, from switch stands, concrete markers, train signals, crossing signals and signs which line the paved foot path from our tracks up to the street. His mailbox up on Woodcliff Drive is a representation of our CA&E car 20. We assisted him in getting a motorcar for

451 is heading north back to Castlemuir as we see part of his collection of switch stands that line the paved path down to our right-of-way.

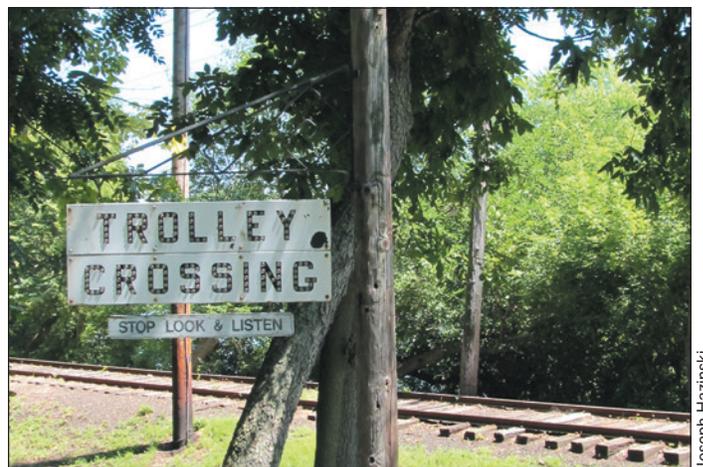
display and a push car which he converted cleverly into a picnic table. He always decorated the shed area and yard at Halloween and Christmas and was very kind in letting our "Rails to Victory" World War II re-enactors stage scenes at Woodcliff. Our conductors always point out his yard as our trolleys head down to Blackhawk station in the Jon Duerr Forest Preserve and should we catch him outside, we would always exchange waves. My personal fondest memory was being able to show *he and Helen* our AE&FR car 304 shortly after it arrived at the museum and not long before she passed away. Until I read his death notice I did not know that he was born in Dundee about the time 304 was being assembled by the St. Louis Car Company. Perhaps he rode our line as a young boy which may account in part for his interest in all things historic. May he rest in peace, and we will always cherish his support and encouragement of our endeavors along the Fox River.

Joseph Hazinski - Curator, Fox River Trolley Museum



Joseph Hazinski

The motorcar and shed at Woodcliff that our cars pass on every trip to Blackhawk. The picnic table made from a push car adorns the lawn.



Joseph Hazinski

I am not sure where the "Trolley Crossing" sign came from, but Ed and Helen crossed our tracks many times to walk or bike on the Fox River Trail.



Joseph Hazinski

| Ed would often wave from the deck on the back side of his house.



Joseph Hazinski

| This is the view of the house from Woodcliff Drive. It is now an Airbnb owned and operated by member Jeff Bennett.

Postscript:

Member *Jeff Bennett* closed on the *Edward Tredup* property on September 30th, 2021. He purchased the home and its contents and is now operating it as an Airbnb, which has had successful bookings well into 2022. Jeff has started making repairs and improvements which include reroofing and repainting the two sheds on the double lot. *Mr. Tredup* amassed a large collection of railroad signs and artifacts which will continue to

be on display on the property as a tribute to the memory of *Ed and Helen*. Members *Lorrie Nevens* and *Jasmine Carlson* continued the *Tredup* tradition of seasonal holiday decorations with Halloween themed items being installed prior to the museum's annual Ghost Train operations in 2021. Even though *Jeff* owns the property we need to continue to respect it just as we respect all our other neighbors along the line.

Go to www.airbnb.com/rooms/52860934 <<http://www.airbnb.com/rooms/52860934>> for further and current information on availability.



CA&E Archive

WAYNE Comes to the Museum

At the end of May 2020, the CA&E WAYNE shelter arrived at the museum. Member *James Slattery* became aware of the existence of this shelter about seven years ago and contacted the owner, Mrs. Ash, who did not want to sell it. Over the years he kept an eye on it and in contact with her. In October 2019 he observed that the property looked run down and finally learned that Mrs. Ash no longer resided there and that the whole property was in foreclosure. He finally was put in contact with her son and started negotiating to obtain it. After an agreement was reached to purchase the shelter and it came time to remove it, *Jim's* plans to move it fell through, so *Jeff Bennett* came up with the funds for an out-of-state professional mover to transport the shelter as a high, wide load from the backyard in Wayne, Illinois where it had resided since about 1962 when it was moved from the CA&E right-of-way to be used as a shed. The former owners did not

| The AE&C Wayne shelter around the time of service starting on the Elgin branch.



Mark Liamuza

| A view of the shelter in October 1961 about the time the CA&E tracks were beginning to be torn up after all efforts to revive the railroad had ceased.



James Slattery



Leo Metz

The shelter as it looked in the Ash family backyard in 2020.

WAYNE after it was dropped off at the museum by the mover.



Joseph Hazinski

Sitting with its backside towards Track 3, not a useful orientation.

make too many modifications to the station with the exception of adding a stove inside and installing nonfunctional faux shutters. From what can be seen it looks like it was used as a garden shed and backyard get away as the interior is fairly clean and unmodified. The shelter was moved a second time on the residen-

tial property and at that time the floor and lower portion along with the waiting benches inside were damaged. The interior waiting benches we see today along the walls were then recreated by the Ash family to replace the destroyed ones because they thought that it was an important part of the shelter's history.

The building went into service on May 26th, 1903, when the Elgin branch of the Aurora, Elgin and Chicago (AE&C) interurban railway was placed into service about nine months after the Aurora branch and the line into Chicago from Wheaton were opened on August 25th, 1902.

(Continued on page 12)



Mike Gilles

Cliff and Jeff finishing up with installing the lift timbers and jacking it up so it could be turned.



Mike Gilles

On June 19th, 2020 and the shelter is being turned 180 degrees so it faces Track 3.

WAYNE Comes to the Museum

(Continued from page 11)

The CA&E referred to all of its stops as “stations” in a 1922 property evaluation book, but WAYNE is actually a “shelter” as there was no assigned agent to sell tickets at this flag stop. One either purchased tickets at a station with an agent (Elgin, Aurora, Wheaton, Glen Ellyn to name

some) or on the train from the conductor. But WAYNE was not just a run-of-the-mill interurban shelter, as it served the home community of the Dunham family equestrian business and the residence of Joy Morton, the founder of Morton Salt. The shelter has a unique roof line and is clad with cedar siding as well as having interior walls complete with wainscoting and a matching ceiling. It is certainly bigger and more ostentatious than the

museum’s CA&E Hollywood shelter which is of only single wall construction.

Unfortunately, when it arrived, the shelter was set down facing away from Track 3 North at the crosswalk at Castlemuir. *Jeff Bennett* and *Cliff Blanck* of KRB attached lifting timbers to the sides so it could be jacked up and placed on false work assembled on one of *Jeff’s* equipment trailers so it could be turned around to face the track. Then *Cliff* built



Sitting on the equipment trailer waiting for final positioning on June 21st.

Joseph Hazinski

More photos on page 14.



Joseph Hazinski

This is the deck that was built for WAYNE to rest on. Our Case tractor is in position to start the transfer on June 29th.

a deck for it to rest on. When it came time to transfer WAYNE from the trailer, cribbing was piled in place to make a path for it to slowly be eased off the trailer and onto the deck. This took place with a series of moves done with the backhoe on the Case tractor, which had to be reset several times to allow for enough travel. *Fred Lonnes, Jeff, Cliff, Mike Gilles and Chris Nelson* all pitched in to make this all-day effort possible and not only that,

but they also removed the lifting timbers and the myriad of blocking used to support the path of the shelter to its current resting place thus removing any clutter.

On September 31st, 2021, Jim Slattery donated the shelter to the museum which resolved some technical issues that had arisen.

The museum has a number of artifacts which could allow for the re-creation of the WAYNE stop and in this

writer's mind, turn it into a teaching tool to tell the story of the AE&C and CA&E to our visitors. We are reaching out for more historic photographs and recollections of its time on the CA&E as well as funds necessary to accomplish this goal. Once again "Roarin' Elgin" cars will be able to pass this 119-year-old relic of the Great Third Rail.

Joseph Hazinski



Joseph Hazinski

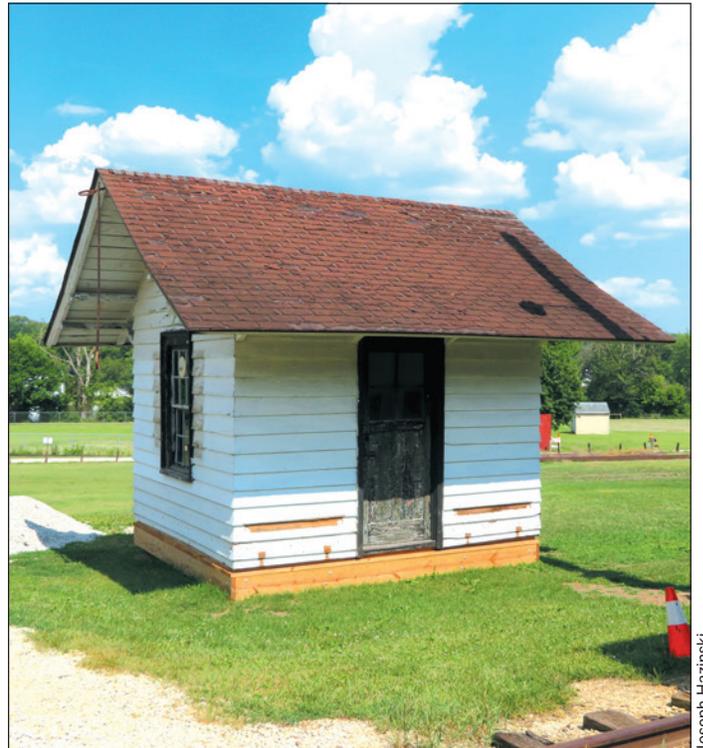
| The shelter is slowly being shifted onto the deck as Fred Lonnes monitors the movement.



Joseph Hazinski

| The lifting timbers are in the process of being removed.

| By July 5th, 2020 the WAYNE shelter is finally in place at its new home.



Joseph Hazinski



James Tarbet

Charters Being Promoted

While trolley charters have always been available at the museum, an effort was started on our web site in December 2020 to promote them by offering an electronic way to request them through the home page. The first charter request through the web site was made December 24th. Even when the snows restricted operation, which was reported on the web page, the application form remained in place and got responses. Charters are now offered during the “off” or non-operating season when we normally had not hosted such operations in the past. Crewcaller *Damin Keenen* has also been fortunate to be able to recruit volunteer crew members to staff these trips. With a donation of \$250, the public is able to have the sole use of one of our historic trolley cars for one-hour on the railway. The customers have mainly been families, so with masks, they easily do not exceed any capacity restrictions necessary due to state and TSA pandemic regulations. (As of the publishing of the article, mask and capacity restrictions have been relaxed.)

On Saturday January 23rd, 2021, the museum hosted a professional movie rental of CNS&M 715 and the whole railroad

| The production team from *Candy Town Follies* with car 20 in Coleman yard.

for the day to Miraflores Films LLC for part of their production of a movie titled “With This Light”. *Fred Lonnes* was there at 6:00 am to turn on the 600 volts so 715’s heat could be turned on. The actual charter ran from 8:00 am to 6:00 pm. The production company had a strict Covid-19 protocol complete with testing for everyone including our crew.

Bruce Kuhnhofer and *Damin Keenen* were the crew while *Fred Lonnes* was the liaison with the film company drawing upon his experience with media production companies when he worked for the CTA.

Prior to the shoot day, on Wednesday January 20th *Fred* and *James Tarbet* used AE&FR #5 as pre-filming location scouting trip charter with representatives of the production company.

These two related charters earned the museum \$3750 in income.

As the 2021 season started on May 9th, 2021, charters have continued including some on operating days. As Covid-19 restrictions were relaxed somewhat, the pace of charter

(Continued on page 16)



Mike Gilles

! Miraflores Films LLC production team at Castlemuir for filming train scenes for the movie “With This Light”. Mike Gilles photo

Charters Being Promoted

(Continued from page 15)

operations continued with Trainmaster *Damin Keenan* sending out emails requesting crews.

Saturday, September 25th, 2021, the museum hosted another commercial video shoot when Candy Town Follies chartered CA&E car 20. Candy Town is a Chicago area musical-theater troupe that makes videos for YouTube that are reminiscent of early 1930's black and white sound movies. Income from this charter earned the museum \$650.

As of November 14th, 2021, there have been fourteen (14) general public-type charters earning revenue of \$3801. A well-deserved thank you goes out to all volunteers who made these charters possible. The museum uses the opportunity of these charters to help interpret the history of electric railroading: the cars themselves, the right of way including the overhead wire and trolley pole plus a quiet ride along the tracks. There is historical context to present, content that would not be available on a Metra commuter train ride, and presenting that history is part of our corporate mission.

Joseph Hazinski



Lorrie Nevens

! A family with a railroad birthday charter at Blackhawk with 715.

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