

FOX RIVER LINES

m a g a z i n e

official publication of the
FOX RIVER TROLLEY MUSEUM



Come ride with us!

2019-1

news from
**UNDER
the wire**

RECENT FOX RIVER LINE HAPPENINGS

news from
**UNDER
the wire**



Joseph Hazinski

The Repainting of 715

CNS&M 715 has been one of our most popular and often used cars, but it has looked pretty worn out in recent years with faded paint, malfunctioning doors and rusted out end dash panels. In 2018 *Doug Rundell* took on repairing a failing tack molding near the southeast corner of the car which ended in a canvas patch over the work. This was just the start.

In January 2019 three new side doors were constructed by John of Kraftwerks and because of a mild winter up to that point, he installed them on the car. We had one mangled sample of the door sweeps, which were at the bottom of these doors to keep weather out, from which our neighbor *Leo Metz* made replacements. Once winter subsided the sweeps were attached to the doors and helped keep the spring rains out of the vestibules.

After the Rails To Victory event and the opening of regular museum service, the car was taken out of service in July and

parked on Track 3 South adjacent to the car barn. *Doug Rundell* with the help of *Mike Gilles* and *James Tarbet* recoated the roof canvas. The lower corner of the #1 or south train door disintegrated last season and had plywood patches applied to keep the door together. This door had been patched by *Ralph Taylor* when we got the car in 1989 and had received some epoxy patch over the years but now that was not holding. *Mile Gilles* and *Joe Hazinski* took on repairing the door using some maple stock that is on hand. *Ralph's* donated planner was used to get it down to the correct thickness and after two tries we finally got a fair fit with the use of epoxy filler to fill in the gaps.

With the car on Track 3 South work started on preparing the surface for paint. The first thought was to rough up the surface, prime it and paint over it. *Kathleen Jamieson* started work on repainting the east side herald, but as work continued defects in the car sides and ends dictated that wire wheeling and grinding down to bare metal would be required. *Jeff Bennett* even experimented with a water blast system on one corner.

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From the Front Platform

Every Operating Day Is a Special Event

Our first special event started in 1980. It was Electric Railroad Fair and it pushed the Museum members to get a large group of cars looking good and into operation. The event was successful, it brought in a good revenue stream, and it generated a good time for both our visitors and for our volunteers. However, like many special events, the event draw faded. The event was folded into South Elgin's Riverfest Express, and then left the calendar as the market for an Electric Railroad Fair disappeared.

Since then, other special events have come and gone to bring visitors and to supply the income needed to maintain and operate the Museum. Today, our calendar is full of special events starting in the spring with Bunny Train and ending the year with Polar Express and Christmas City Express. Volunteers are spending thousands of hours and investing a lot of emotional and financial capital in making these events successful. It is fantastic and amazing that we can do so much, often with so very little in resources compared to other organizations.

This year, we are starting to see some softening in the demand for our Christmas events. It's there. When a special event has peaked and starts to soften, it is time to look for a new event.

I have the perfect special event that we can try for 2020. It is making each operating day a special event and promoting it as a special event. How would that work? Here are some thoughts.

Market and Sell, each week, the personalities and people who are on the train crew for that weekend. For example, see what crazy history Conductor Ed will talk about this week.

Schedule the trains instead of running them extra and publish the schedule.

Since trains are scheduled, have the train crew member who is off provided a walking tour of the cars at Castlemuir. This can be scheduled, too. Member Joe Hazinski suggested a walking tour decades ago, but lack of a fixed schedule made this difficult to implement.

Advertise *Take the Throttle* for every operating day at 5:00 PM and sell it on line from our online ticketing system. This attracts the whole family and brings them to the Museum to see what we are up to as well as getting us a new member.

There are a lot of different ideas we can put into action to make each regular operating day feel like a special event to our guests and to our volunteers. Let's try some of them this upcoming season.

Edward Konecki
President, Fox River Trolley Association

FOX RIVER TROLLEY ASSOCIATION, INC.

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Electrical Supply and Signals - Ralph Taylor

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Assistant Safety Coordinator - Bruce Kuhnhofer

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Jack of Kraftwerks plans his next move in prepaing a new door to hang.



July 8th, 2019 and Mke and Doug are coating the roof with fresh paint.

Joseph Hazinski

The Repainting of 715

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In the meantime Jeff hooked up with *Buzz Morisette* of IRM who had done decals for their green North Shore cars and obtained computer files for both the herald and numerals except the "5" for which we provided information to have a file created. A supplier that has done graphics for Jeff's company then made decals for the car. A combination of museum volunteers and KRB employees worked through the summer to prepare the exterior of the car. Rusted out areas in the side sheets were filled with POR-15 epoxy and then

ground and sanded smooth. Finally white epoxy primer was applied to the lower sides of the car. We had planned to use Rustoleum Hunter Green but after investigation Jeff decided to go with an Imron 3.5 HG auto paint which includes a clear coat. This was matched with the Rustoleum colors. Imron is a very expensive paint but should protect the car for years in an outdoor environment. When it came time to pick up the paint we received a deep discount from the supplier as the manager had fond memories of visiting the museum when he was a child. You never know when good visitor relations will help out in the future.

Three of the four end dash panels were badly rusted through

(Continued on page 5)



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.



On July 27th Kathleen cuts out the rusted area.

Jeff Bennett



Joseph Hazinski

| The cut out area.



Joseph Hazinski

| It is July 28th and Mike holds the metal patch in place.



Joseph Hazinski

| Jeff installing a rivet joining the patch to the car end.



Joseph Hazinski

| The patch all riveted in place.



Joseph Hazinski

| Primed to prevent flash surface rust.



Joseph Hazinski

| It is August 11th and POR 15 epoxy has been applied.
Effects of the blast test can also be seen.

The Repainting of 715

(Continued from page 3)

along the bottom edge. A four inch strip of the bottom of each dash was cut out. Then a piece of sheet metal was riveted to each dash and primed. More POR-15 body filler was applied to blend in the seam and cover the new pop rivets. Grinding and sanding them smoothed the seam which was now ready for primer.

After the car was wiped down with acetone Jeff used an airless sprayer to apply a white epoxy primer to the side sheets. Then masking all the windows started after all the window posts had been wire wheeled followed by applying a gray epoxy primer. At this point CA&E 458 was moved from its place on Track 4 inside the car barn so 715 could come in for final painting. More masking was done including the edge of the roof and all six doors which were set ajar so the complete door areas could be sprayed.

This time a conventional air gun was used to spray the green with air supplied by our old trusty car barn compressor. Jeff

(Continued on page 6)



Joseph Hazinski

It's September 8th and the car is on Track 5 as window masking has started.

By September 16th the west side is ready for the green Imron paint.



Joseph Hazinski



Joseph Hazinski

| Doug is wiping the letterboard and window posts on September 16.



Joseph Hazinski

| Here Jeff is applying the black on October 14th.

The Repainting of 715

(Continued from page 5)

laid down two coats of the Imron 3.5 green but was not satisfied, so he sanded his work down and did it over. AE&FR 304 and CA&E 20 were covered with plastic to protect them from overspray. The green was sprayed again and then, after the color cured, it was time to change the masking to apply the red. Once the red was cured it was time to remove all the masking. A lot of the final spray painting was done by Jeff in the early evening. He then proceeded to paint the north anticlimber black but there wasn't enough room to do the south end so one evening after the peak power demand he moved the car a few feet north out of the barn. After he finished painting the south anticlimber he could not motor it back up against CTA 4451. After some trouble shooting and consulting with *Fred Lonnes* he determined that an element of the control resistance had failed, and resorted to a manual car mover to get it back inside. He called *Joe Hazinski* who advised him where he might find some replacement resistor fins, which he located the next day, and installed one to resolve the problem. While the car was still inside, *Bill* of KRB started cleaning up the interior which had a lot of dust and debris from the exterior surface preparation.

Finally 715 was moved outside and 458 returned to its place in the barn for continued roof work. By this time it was getting fairly cool outside and our first instinct was to wait until next spring to apply the decals. After talking to the graphics concern that made them they felt confident that they could apply them for a very reasonable fee. So that is how the car got to its current condition, just in time for use during the Pumpkin Trolley operations. There is additional painting needed on the interior platforms, traps and steps as well as the underbody, but with the first snow and the need to get the CTA cars ready for our Christmas train services, these tasks will be done in the spring of 2020. Special thanks to *Jeff* for pushing so hard to get this primary operating car done and to all those who helped in big and small ways.

Joseph Hazinski



Joseph Hazinski

| The inside of the car is being cleaned up October 14th as the painting is almost done.



Joseph Hazinski

| What the herald decal looked like before being applied.



Joseph Hazinski

| The car all lettered on Sunday October 27th and in service!

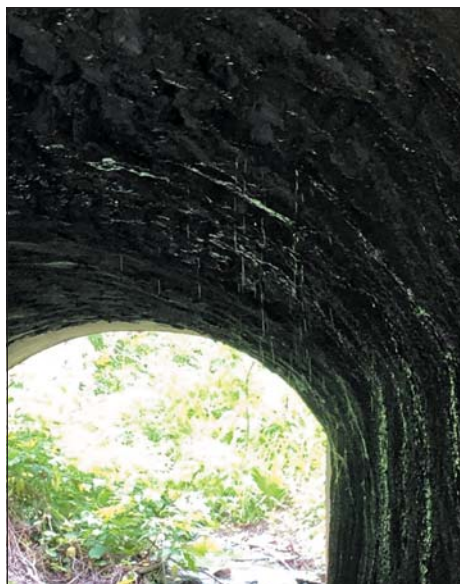
Village Skillfully Repairs Water Main Break Under Track

This last spring the Village of South Elgin had a water main audit done by a private contractor to determine where there were leaks in the water distribution system. One of the leaks found was in the main underneath our mainline track next to Highway 31 and over the creek north of the museum site. While the contractor's device pinpointed the leak it was confirmed by the water pouring through the top of culvert directly into the creek. On June 13th, 2019 a vacuum truck removed the ballast between the ties exposing the main with an active crack in it. The Village crew was able to place a jacket around the leak to stop it and under the watchful eyes of member *Jeff Bennett*, brought in stone to replace what had been removed with no disturbance to our track structure. With the use of this modern machinery and diligent efforts of the Village workers this water main break was repaired in one day and without having to tear up any track much to the relief of the Village crew and a grateful museum.

Besides using this track, part of the AE&FR mainline between Elgin and Aurora, for access for highway trailered in museum rolling stock, Auto Truck of Bartlett also uses this area to place high rail vehicles it assembles onto our track for testing during the week. The museum is compensated for the use of our track by Auto Truck. Member *Fred Lonnes* also sets his Dodge high rail pickup on the track at this point as well when he does rail bonding work on our track.

Joseph Hazinski

Photos by Jeff Bennett.



| Water main leaking into the creek from the underside of the bridge.



| The crew vacuuming out the soil to reach the leak.



| The actual leak is exposed!



| A Village worker down in the excavation ready to put a collar around the leak.



| The Village truck dumping stone back into the hole to fill the void.



| The great Village crew returned the track zone back to normal.

FRTM 43 Parking Brake Change

It was reported that CTA car 43 was not holding on grades, a “drifter” in CTA parlance, and upon inspection it was determined that the #3 axel parking brake drum linkage had come to the end of its adjustment travel. So for safety reasons the car was taken out of service August 25th, 2019 so the brake drum and shoes could be replaced with spares on hand. On the CTA such work would be done on a pit track or nowadays with a truck lift.

Chief Car Officer *Jeff Bennett* proposed to change the brake drum out with the car parked on Track 3 North, so *Mike Gilles* and *Kathleen Jameison* shoveled the ballast down to tie height. Unfortunately there still was not enough room between the ties and bottom of the motors to get underneath. Undaunted, Jeff came up with a solution with a 22 ton jack and four jack stands, with which he could jack up the whole north end truck along with the car, supporting the two axles at four points on the jack stands, to gain access underneath the truck to the brake drum.

On Saturday September 28th, Jeff, with the help of *Mike* and *Joe Hazinski*, removed the drive shaft between the axle and the traction motor so the drum could be unbolted and then the two worn shoes removed. A defective grease fitting on the brake shoe frame was also replaced. Then the process was reversed as brake shoes were attached to the brake frame, the shoes being matched to a machined brake drum that was bolted to the motor shaft, and then reconnected to the axle with the drive shaft. The linkage from the parking brake to the brake actuator was reinstalled and adjusted. The next day the truck was carefully lowered back to the rails.

It is imperative that all operators not use the braking positions on the Cineston controller when a car is moving less than 5 mph to avoid excessive wear on the parking brake which is designed only to hold the car. This usually happens when switching and coupling or uncoupling, in which cases the track brake should be used. While we have spare drums and shoes, the Car Department's time would be better spent on other maintenance and



CTA 43's north truck is jacked up as Mike Gilles makes an adjustment for Jeff Bennet.



Jeff is underneath unbolting the drive shaft and parking brake.

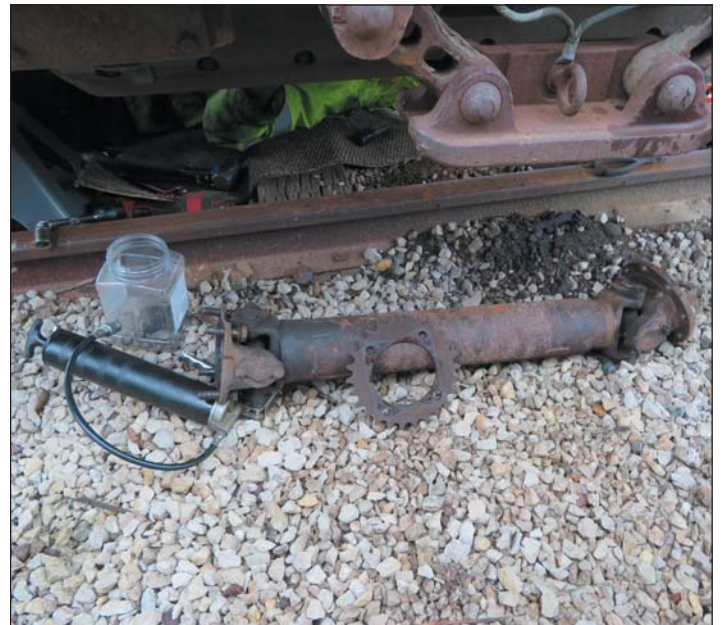
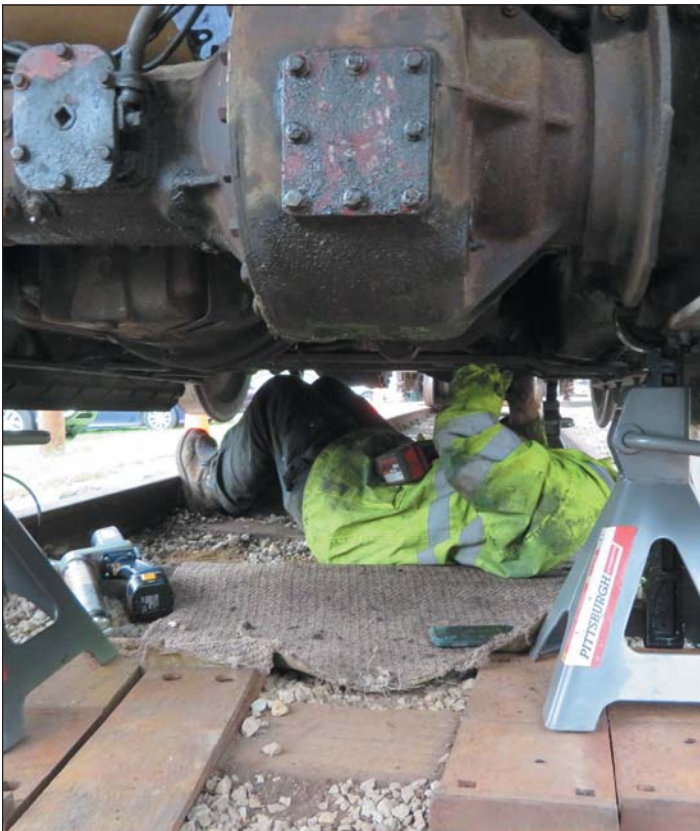
Photos by Joseph Hazinski.

restoration projects. Motormen are getting instruction as needed now, and more formal instruction is anticipated during annual retraining at the beginning of the 2020 operating season.

Joseph Hazinski



| CTA 43's north truck is jacked up as Mike Gilles makes an adjustment for Jeff Bennet.



| The drive shaft and the speedometer gear for the ATC await reinstallation.

| Jeff finishing up under the truck
as jackstands hold the axles up.



The Museum Reaches Out To The Public

Our booth on the first day of River Fest Express August 17.

Through the efforts of *Lorrie Nevens*, the museum's Community Relations Manager, the museum participated in two Village events this year. As Community Relations Manager, Lorrie attends Village board meetings to represent the museum and interfaces with other community organizations as well. *Kathleen Jamison* also assists Lorrie when she is unable to attend a meeting.

The first event was the South Elgin National Night Out on August 6th, 2019 at Jim Hanson Park. Our volunteers set up a booth under a canopy loaned to us by President *Ed Konecki*. National Night Out is administered by the South Elgin Police Department as an event for the citizens of the Village to meet with government agencies, community groups and local businesses in an outdoor event anchored by music. *Jeff Bennett* and his daughter *Rylee* attended the 2018 event at a booth of another group and saw the potential to get word out about the museum. This season we went all out with a prize wheel suggested by Kathleen that people could spin to obtain items with the museum's name on them in return for their email address. The swag included key chain flashlights, tee shirts, pens, note pads, tote bags, water bottles and lip balm. *Patrick Storm* with the help of Kathleen designed and printed up a new three panel brochure in which were inserted flyers about our Christmas trains and a plea for volunteers. Patrick also created and printed up 2,000 free ride passes. *Rylee Bennett*, *Abi Reinert* and *Justin Morton*, wearing dark blue FRTM Volunteer tee shirts, roamed the grounds giving away the tickets while *Jeff Bennett* and *Joseph Hazinski* in conductor uniforms passed them out in front of our booth. *Damin Keenan* brought out some of his O scale models



The popular prize wheel ready for service at National Night Out.

and assisted *Lorrie*, *Barb Bennett*, *Kathleen*, *Doug Rundell* and *Jill Bradley* in manning the booth and giving out the prizes gained from spinning the wheel. *Mike and Sandy Gilles* brought out one of our fare boxes for cash donations. *Bernie Kamenear* also stopped by for moral support. By the end of the evening all the tickets had been given away. *Craig Pierce*, the social media communications specialist for the Village stopped by and commented that ours was one of the busiest displays.

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The relocated booth on Sunday August 18th with the usual cast of characters.

Photos by Joseph Hazinski.



Lorrie Nevens engages a family at the museum's booth on Sunday

While the museum has been a long time financial contributor to the annual South Elgin River Fest Express celebration this was the first year we had a booth. Historically our museum had our own Trolley Fest on this August weekend and eventually the River Fest Express celebration was created and grew into the broader community event it is today. On Saturday August 17th the booth was set up on Water Street in front of the Village Recreation Center across from the popular auto show site. On Sunday August 18th Lorrie was able to change the location to the intersection of Spring and Water Streets at the main entrance of the midway and vendors. Another 2,000 free ride passes were printed for these dates and all were given away over the two days. The prize wheel was also set up again and most of the



A young man receives his FRTM water bottle after spinning the wheel.

remaining hand outs were given away. Basically the same crew of volunteers from National Night Out manned the booth on both days. The public response was very positive as people were advised that they could use their passes to take a ride that day or any operating day until the end of our regular 2019 season. For many people it was the first time hearing about us and for others they related how they had ridden our line as a child and that it was time for another visit with their children. Once again the goal is to make the museum known as a unique feature of South Elgin as well as to recruit new visitors and volunteers. Thanks to all our members and friends who aided in these public outreach events.

Joseph Hazinski

A Motor Change Out For CTA 45

While doing switching on Sunday September 22nd, *Fred Lonnes* observed a flash from the #2 or north truck of CTA car 45. Not only did the car shut down but the sub station was also tripped by this fault. After the truck was cut out the car could be moved on the remaining two motors with use of the track brake to stop (all four motors must be available for the dynamic brake system to work). During the week *Ralph Taylor* checked the motors with his megger and found that the #4 traction motor armature was open. Based on inspection the working theory is that condensation caused the armature to flash. As a result during humid weather all three cars will have their M-G's run for about 45 minutes before moving a car to use the ventilation air to dry out the motors.

Jeff Bennett located a spare motor in our off-site storage which had been serviced in 2017 along with another motor which was installed in car 40 that year. With his experience in changing our 43's parking brake he refined his system of again jacking the north truck up to gain access to the faulty motor. This was done on Track 3 North just south of the pedestrian crossing on Saturday October 5th with the faulty motor being removed after all cables were disconnected along with the brake rod. Since the truck had to be raised higher for clearance extra stabilization was added with car stands on the body and bottle jacks between the rails and track brakes.

Sunday October 6th found *Jeff, Fred Lonnes, Mike Gilles* and *Joe Hazinski* available to install the replacement motor. A spare parking brake assembly was installed on the motor as a prudent move since it was out in the open. *Jeff's* skid loader moved the motor up to pedestrian crossing where it was strapped to a floor jack and then carefully slid under the truck into position. Getting the motor cradle to line up with the transom took some finagling as first the "safety bolt" then each of the four bolts were installed and cinched up. While *Jeff* installed the drive shaft, parking brake rod and

(Continued on page 14)



CTA 45 is up and ready to receive a new motor on Track 3 North.

The replacement motor, reworked in 2017, awaits its installation.

Jeff Bennett lifts the motor up with his skid loader while Fred Lonnes and Ralph Taylor steady it.





Moving the replacement motor up to the car.

Photos by Joseph Hazinski.



Moving the replacement motor up to the car.



Making the final push to get the motor into position so it can be raised up into the truck.



The motor on the jack just before it is lifted into position



Jeff installing protective sheathing on the motor leads.

A Motor Change Out For CTA 45

(Continued from page 13)

ventilator hood, *Kathleen Jameison* sorted out cable block hardware as *Ralph Taylor*, *Mike* and *Fred* connected the motor cable jackknife connectors, taping them up and then heating the shrink tubing over them. Next it was fastening the cables in place and adding protection to areas of the cables which could chaff as the car goes around curves. With everything connected it was time to lower the truck back to the rails. This had to be done in two stages between the two axles with L-202 supplying air to the 22 ton jack and the bottle jacks and stabilizer jacks being removed. Axle 3 made it down first then finally axle 4. While it would have been nice to test the car the remaining daylight was used to clean up, put tools away and place the tub with the defective motor into the back of the tool ambulance. To add to the drama, Jeff, Fred and Mike had to assist *Patrick Storm* and crew in bringing CNS&M 756 back from DeYoung Junction with AE&R #5 where it had been stored for the day due to unrelated operating considerations.

Subsequently 45 has run successfully and participated in three car train test runs to and from Blackhawk to check the improvements made to the rail return to the sub station. This is the third motor change out we have done on a CTA car and by far this was the most efficient one to date.

Joseph Hazinski

Finishing the first stage of lowering the car.



Just before the step by step lowering of the car.



The air jack on the #4 axle as the truck and car are being lowered.



Putting Our Cars In Historical Prospective

Sometimes I think we miss the historical perspective of our rolling stock when we relate the significance of it in history to our visitors.

Take CA&E 20 for instance. Having been built in 1902 for the Aurora Elgin and Chicago, it was in service two years before the Wright brothers took flight at Kitty Hawk, and now at the museum jet passenger planes fly overhead on their way to O'Hare International Airport. People who were alive during and fought in the Civil War rode in this car. People who were emancipated during that war also rode in this car. Immigrants from Ireland, Germany, Poland, Italy, Hungary and all places European commuted in the interurban, often times to suburbs that catered to their ethnic group. Then came the Great War, what we now call World War I, as people read the newspaper accounts of the European conflict and how the U. S. finally entered the fray and helped bring it to an end on November 11th, 1918. Then came the roaring twenties and prohibition. One can imagine how many flasks of illegal alcoholic beverages were carried by the passengers in car 20. Next the newspapers told the passengers of the growing economic depression, starting with the stock market crash in October 1929 and finally the ushering in of a "New Deal" in 1933. Once again war clouds arose in Europe and on December 8th 1941 the headlines told of the Japanese attack on Pearl Harbor the day before. How many young men and young women started their journey to defend our country, along with the thousands of factory workers commuting back and forth, who made the war material for this conflict during a time of rationing of gasoline, rubber, food and so many other consumer items, rode this car. Then after four years the headlines spoke of VE day and finally VJ day after the dropping of the atomic bombs. The postwar baby boom started, along with the expansion of new suburban



home development, accompanied by growing market for automobiles along with more roads and expressways to connect them with the City. Ridership declined, especially after expressway construction ended single seat rides to the Loop in 1953. The CA&E applied for abandonment and finally succeeded in suspending passenger service mid-day on July 3rd, 1957 stranding 6,000 passengers at Forest Park.

Car 20 served the Third Rail for 55 years, a remarkable feat considering in the 21st century a rapid transit or rail commuter car is designed for a 30 year service life. Car 20 is still here to impart that

history, often times serving as the first train ride for a young child. The car has spent more time in our museum as a bridge to the past than it did in passenger service on the "Third Rail. "

We can use 20 and any of our other cars to help our patrons, regardless of age, grasp history and hopefully enrich our own reverence for these transportation relics that are entrusted to our care and interpretation. All the details don't have to be passed down, just enough to impress the significance of the space our visitors are sitting in.

Joseph Hazinski - Curator

Museum Signage Improvements 2019

There have been improvements to the signs at the museum this year. First *Doug Rundell* installed address numeral signs, one on the west side driveway cross buck which was later moved to the backside of the stop sign and another on the depot door. The cross buck standards now have reflective strips on them. This should aid visitors looking for 365 South LaFox Street, our physical address.

Next Roadmaster *Chris Nelson* and his crew have placed operational signs along the right-of-way including: Yard Limit signs, red end-of-track signs, white whistle post signs and yellow and green slow order signs on the line poles at the motorman's eye level to remind operators, especially new volunteers, of their responsibilities when operating trains. These signs are reflective so that they can be seen at night as well. Efforts will be ongoing to keep brush trimmed back so that these signs are always visible.

New cross buck signs have been erected in the Jon Duerr Forest Preserve with signs donated by the Aldon Company of Waukegan through the efforts of member *Bruce Kuhnhofer* and are mounted on timber posts donated by *Mike Gilles* who also loaned his gas posthole digger to bore the holes. To aid in our Christmas train operations new "Clear 2" and "Clear 3" have also been installed on the mainline and old CTA "Clear 1" and "Clear 2" signs have been cleaned up and reinstalled within the Castlemuir yard limits at switches. The sign crew included *Jim Gonyo, Kathleen Jamieson, Art Lemke, Jim Slattery* and *Nick Whitney*.

Chris has also upgraded our "No Trespassing" signs plus a specially worded "Private Crossing" sign patterned after Union Pacific signs posted in pedestrian traffic areas. These signs are mounted on new posts that have been placed in the ground. All these signs are marked AE&FRECORR as they are on our railroad's property which is a separate legal entity owned by the museum corporation. Safety is the goal of all these signs.

Joseph Hazinski

Photos by Joseph Hazinski.



A whistle post sign on a line pole in the Kane County Forest Preserve extension.



Roadmaster Chris Nelson with new special Private Crossing sign.



The new Private Crossing sign.



One of the new museum address signs installed by Doug Rundell this summer.



The new Private Crossing sign for our railroad.

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