

CENTRAL ELECTRIC RAILFANS' ASSOCIATION
P. O. Box 503.....Chicago 90, Illinois

Trip No. 67
Chicago, Aurora and Elgin Railway
July 4, 1956

SAFETY RULES

The rules listed below are outlined for the safety of all concerned on this trip. All members of the party must abide by them.

1. This trip is operated almost exclusively over third rail trackage. In the third rail areas passengers must leave the car on side away from the power rail. No passenger will cross any third rail tracks, except at crosswalks, roads, or switch breaks.
2. Do not board or alight from moving cars.
3. Since most of the trip is operated over rights-of-way which also carry rigidly scheduled traffic, we must abide by our time schedule. Please reboard the train as soon as signal is given.
4. Only authorized persons are allowed in cabs of cars. Motormen must not be distracted by unnecessary conversation or questioning.
5. No one is allowed to give hand signals, align switches, change trolley poles, pull bell cord, etc., except those employed to operate the train.
6. Caution is urged around shops and points where street traffic will be encountered. Watch out for moving cars and vehicles, open pits, electric equipment, and other sources of danger.
7. Do your part to help keep the cars, right-of-way, and shop area clean. Do not leave any refuse, film cartons, etc., lying around. Place all refuse in proper containers.
8. Keep heads and arms inside open car windows.

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The Central Electric Railfans' Association is composed of individuals who share a common interest in electrically operated railways. Meetings are held from September through June in the 7th floor Auditorium of the Western Society of Engineers, 84 East Randolph Street, Chicago, at 7:30 p.m. on the fourth Friday of the month. An annual publication is issued on some phase of electric railroading, and frequent inspection trips are conducted throughout the year. If you are not a member of this Association, we invite you to join and become a regular participant in CERA activities. Ask any Director of the Association for further details. Our thanks to all who are attending this trip. Your continued interest and support will help CERA maintain its position as one of the best known and respected railfan organizations in the country.

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CHICAGO, AURORA & ELGIN RAILWAY

Roster - July 1, 1956

<u>Numbers</u>	<u>Type</u>	<u>Motors</u>	<u>Seats</u>	<u>Length</u>	<u>Built</u>	<u>Builder</u>
<u>Motor Cars</u>						
16, 20, 24	Wood	4	46	47' 4"	1902	Niles
26, 28	Wood	2	46	47' 4"	1902	Niles
30, 34, 36, 38	Wood	2	46	47' 4"	1904	Stephenson
46	Wood	4	46	47' 4"	1904	Stephenson
52, 54, 56	Wood	2	46	47' 4"	1904	Stephenson
201, 203, 205, 207	Wood	2	52	51' 11"	1905	Niles
300, 307	Wood	4	52	53' 1"	1906	Niles
301-304, 306, 308	Wood	2	52	53' 1"	1906	Niles
309, 310	Wood	4	52	53' 1"	1907	Hicks Loco.
311, 312	Wood	2	52	53' 11"	1909	Kuhlman
313-315	Wood	4	52	53' 11"	1909	Kuhlman
316-321	Wood	4	52	54' 0"	1913	Jewett
400-410, 412-419	Steel	4	56	56' 10"	1923	Pullman
411	Steel	2	56	56' 10"	1923	Pullman
420-434	Steel	4	52	55' 3"	1927	Cincinnati
451-460	Steel	4	52 (1)	55' 4"	1945	St. Louis
<u>Trailers</u>						
101, 105	Wood	-	52	47' 4"	1904	Stephenson
209	Wood	-	52	51' 11"	1905	Niles (2)
600, 601, 603, 604	Steel	-	54	51' 2"	1913	Cincinnati(3)
700, 701, 702	Steel	-	54	51' 0"	1913	Cincinnati(4)
<u>Service Cars</u>						
3 (Locomotive-Snow Plow)	Wood	4	--	51' 6"	1907	Shops
7 (Express Car)	Wood	4	--	45' 3"	1906	Jewett
9 (Express Car)	Wood	4	--	45' 8"	1907	Niles
11 (Express-Line Car)	Wood	4	--	41' 0"	1910	Brill
<u>Locomotives</u>						
2001, 2002	Steel	4	--	35' 6"	1921-22	Genl. Elec.
3003, 3004	Steel	4	--	32' 3"	1926	Bald. West.
4005, 4006	Steel	4	--	--	1929	Okla.Ry.(5)

Notes

All passenger cars are painted red and grey except following which are painted blue: 20, 24, 26, 34, 38, 46, 52, 54, 56, 201, 207, 209, 400, 401, 403, 407-414, 417-419. (400 and 417 are being repainted.)

Cars 20, 24, 46, and perhaps others have been withdrawn from service.

1. Cars 451-455 have 55 seats account no lavatory.
2. Formerly "Carolyn" parlor car.
3. Ex-Washington Baltimore & Annapolis 35, 36, 38, 39 respectively.
4. Ex-Washington Baltimore & Annapolis Combines 81, 82, 83 respectively.
5. Ex-Cedar Rapids & Iowa City 72 and 73 respectively, ex-Union Electric, ex-Oklahoma Railway Company.

Prepared with the assistance
of Robert Heinlein, MCERA
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Interesting Facts About the CA&E

(Extracts from Bulletin #64, August, 1946, CERA, now out of print)

Chicago got its first long interurban line in 1903 when the Aurora, Elgin and Chicago Railway Company completed its third rail line into 52nd Avenue (now Laramie) terminal of the Metropolitan West Side Elevated Railway.

AE&C trains began operation over the elevated structure into the Wells Street terminal in March 1905.

In 1910, under the name of Chicago Wheaton & Western Railway, the third rail division was extended via West Chicago and Geneva to St. Charles, and another branch was opened to Batavia.

In the early 1920's the Fox River Division became a separate entity, the Aurora, Elgin and Fox River Electric Company, and the third rail division became the Chicago, Aurora and Elgin Railroad. The Fox River line was converted to bus in 1935; the Geneva-St. Charles branch was rerouted and became a feeder bus line in 1937.

Buffet-parlor cars were operated up to 1929, some featuring dining service.

An unusual and helpful facility at all CA&E flag stops is a semaphore conspicuously mounted on the platform for the use of passengers in signaling on-coming local trains. Daytime indication is a yellow arm, and night time aspect is a white light.

A general and profitable carload freight business is conducted between points west of the Des Plaines River. CA&E does not engage in LCL traffic. At high-level platforms an ingenious arrangement has been devised to allow standard steam-railroad interchange freight cars, which are wider than CA&E passenger cars, to pass these limited width platforms. A brakeman riding at the front end flips a hinged apron, at the trackside edge of the platform, out of the way. Another brakeman riding the caboose flips the aprons back in place, using hooked poles and without stopping the train.

CA&E trains operate at 600 volt potential. Most of the line is third rail with the exception of some sidings and the last few hundred yards of the Aurora, Batavia, and Elgin branches which are equipped with trolley wire.

The last ten passenger cars purchased from the St. Louis Car Co., arrived on their own wheels from St. Louis via the CB&Q to an interchange at Aurora, thence to Wheaton Shops behind CA&E locomotives.

At one time the line carried over 24,000 passengers each day. In the 1920's and 1930's the CA&E was known as "The Sunset Lines." This slogan along with a diagrammatic map, was carried on the car sides.

Operation of trains east of Desplaines Avenue to downtown Chicago ceased in September, 1953. The track connection with the CTA was broken at that time, with the construction of the present terminal loop. Prior to this time, CTA Garfield Park rapid transit trains provided local service as far west as Bellwood. CA&E express trains were able to pass the CTA locals at Gunderson and Desplaines Avenues and also at St. Louis Avenue on the elevated structure.