



Central Electric Railfans' Association

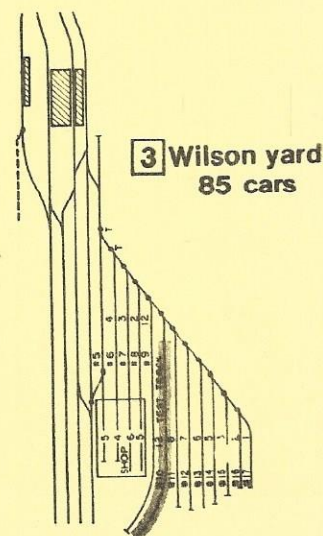
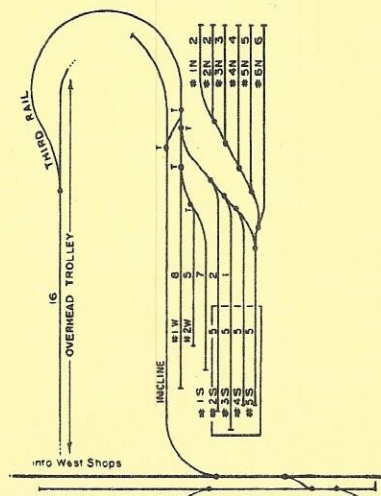
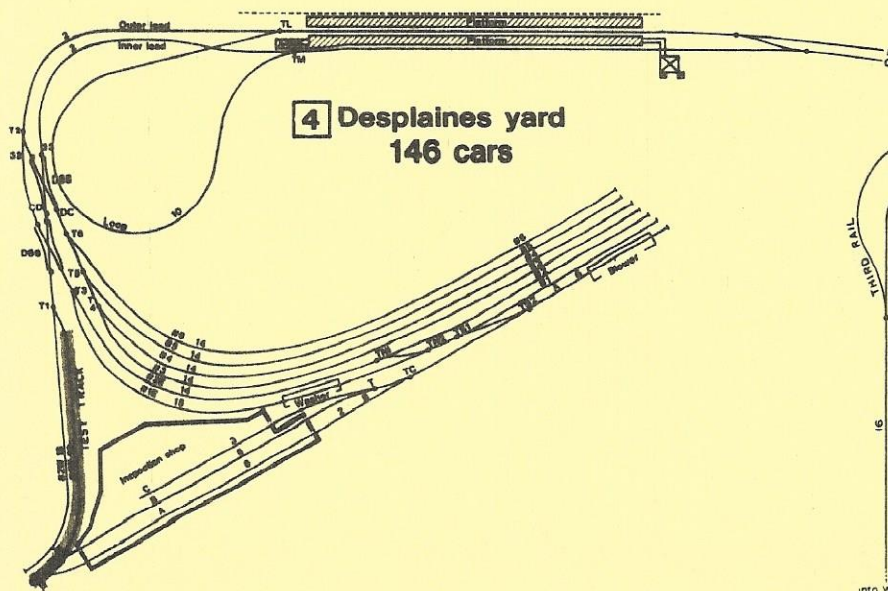
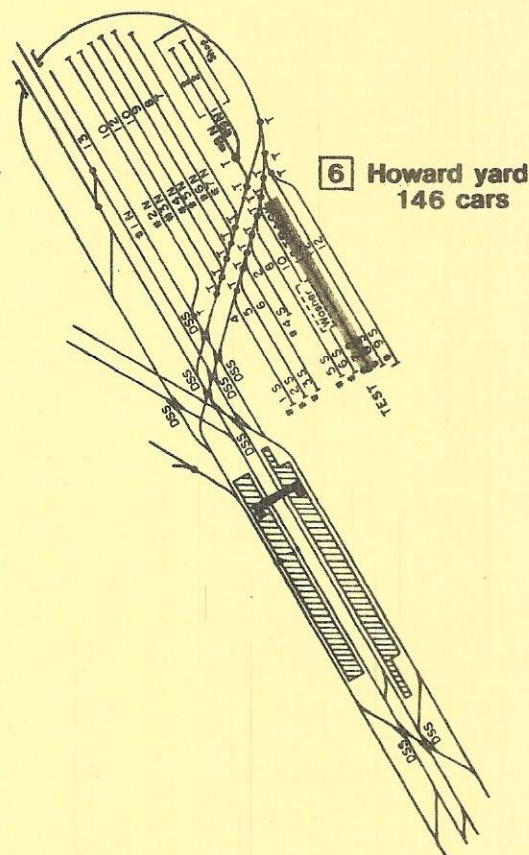
A not-for-profit technical educational society incorporated in the State of Illinois
Post Office Box 503 Chicago, Illinois 60690

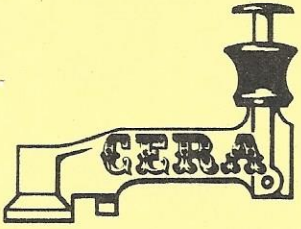
Membership Activities
Tony Schill, Manager

Welcome aboard CERA's 2400 series fantrip. You can help make this an enjoyable trip for everyone aboard by complying with the attached safety regulations and by cooperating with CTA and CERA personnel.

The cars in which you are riding are the first four 2400's delivered to CTA. The cars were designed basically to the same dimensions as 2000 and 2200 cars and are capable of m-u operation with them.

Ultimately 200 cars of this series will be delivered to CTA from Boeing-Vertol. The initial contract price was \$316,000 per car.





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SAFETY REGULATIONS

CERA FANTRIPS

1. Passengers must remain seated while the train is in motion, and will not be permitted to congregate around the train door of the first car. Sit down, relax, and enjoy the ride.
2. Passengers must not board or alight from the train while it is in motion. At ground level stops, passengers must wait until stairs have been placed in position.
3. Passengers must not enter employee areas of Company or Authority property without express authorization to do so.
4. At photo stops, safety must be your first consideration. All electrical devices must be regarded as HOT and must not be touched.
5. Never step on any rails, always over them. Always look both ways before crossing any track and expect cars to move in either direction at any time; never cross any track between adjacent cars.
6. Caution should be used around shops and yards. Always look out for grease, open pits, and electrical equipment. Keep your wits about you.
7. Do not litter on Company or Authority property. This includes film boxes!
8. At photo stops, be considerate of others. After taking your pictures, move to the rear.
9. Board promptly on signal. A precise schedule must be followed to avoid delaying regular service.
10. Only authorized personnel are permitted to throw switches, change signs, raise or lower trolley poles, or in any way affect the operation of equipment.
11. A CERA trip marshal will be in charge of each car. He can be identified by a CERA identification emblem. The Trip Director retains final word on trip operation. Please feel free to ask questions or make suggestions.

Service bulletin

CS	file	X	CS	file	
	post	X		post	
	spl.			other	
S450-76					

CHARTER NO. 6996

TO: All Concerned, Rail

SUBJECT: Chartered Train, for the Central Electric
Railfan's Association

EFFECTIVE: Sunday, October 31, 1976

0900 Hours

Crew report Harlem-Lake.
Switchman bring train to crew on ready
platform to follow run 5. The 0930
hours leave Harlem-Lake.

Cars

2401-2402-2403-2404

ARRIVE

LEAVE

0931½ Hours

Pick up charter group and leave Harlem-
Lake following run #5 at 0930 hours
southbound due to leave.

0949 Hours

Clark and Lake - Pick up group

0957½ Hours

15th Street crossover. Crew cross
train from west-south to north-south
and proceed to 61st Street, following
run #602 due to leave Roosevelt Road
at 1004½ hours.

1006 Hours

Cermak Station

-----picture stop-----

1011 Hours

Cermak

1020 Hours

61st Street Station

-----picture stop-----

1028 Hours

61st Street enroute. 63rd and Stony
Island.

1035 Hours

63rd and Stony Island

1046 Hours

63rd and Stony Island for Clark Junction
Tower.

<u>ARRIVE</u>	<u>LEAVE</u>	
1121 Hours		Clark Junction Tower.
	1122 Hours	Clark Junction. Towerman to route via Ravenswood route following run #403 due leave Belmont northbound at 1115 hours.
1123 Hours		Paulina Station -----picture stop-----
	1130 Hours	Paulina Station enroute Kimball.
1144 Hours		Kimball Avenue
	1157 Hours	Kimball Avenue following run #401 due leave Kimball 1155 hours.
1202 Hours		Addison Station -----picture stop-----
	1212 Hours	Addison Station
	1220 Hours	Clark Junction Tower. Towerman to route on track #1 southbound for Randolph and Wells.
1230 Hours		#18 Tower. Towerman route to outer loop, Randolph and Wells. -----lunch-----
	1335 Hours	Randolph and Wells around outer loop.
1339 Hours		Tower #12 follow run #906 due northbound at tower 12 at 1338 hours.
	1345 Hours	#18 Tower. Towerman to route northbound via Ravenswood to Armitage Station.
1353 Hours		Armitage Station northbound. -----picture stop-----
	1403 Hours	Armitage Station northbound.

(continued)

<u>ARRIVE</u>	<u>LEAVE</u>	
1407 Hours		Clark Junction Tower. Towerman route north to Howard Street following run #710 for Howard Street. Notify rail control [REDACTED] that special is following.
1423 Hours		Howard Street.
	1424 Hours	Howard Street. Towerman to route following run #533 north due leave Howard 1423 hours for Main Street.
1426 Hours		Main Street Station.
		-----picture stop-----
	1432 Hours	Main Street enroute Linden Avenue.
1438½ Hours		Linden Avenue
	1453 Hours	Linden Avenue
1458 Hours		Main Street
		-----picture stop-----
1509 Hours		Howard Street southbound
	1512 Hours	Howard Street southbound following run #810 due leave Howard at 1510 hours.
1528 Hours		Clark Junction Tower southbound. Towerman to route to track #1 for #18 tower and loop after Ravenswood run #404 leaves northbound from Belmont at 1530 hours.
	1531 Hours	Clark Junction tower on track #1 for #18 tower.
1538 Hours		#18 Tower. Towerman to route via outer loop.
1543 Hours		Tower #12 northbound follow run #913 due leave tower #12 1545 hours, northbound (westbound).
	1547 Hours	Clark and Lake discharge passenger point.

(continued)

ARRIVE

LEAVE

	1548 Hours	#18 Tower. Towerman route westbound for Harlem-Lake.
1600 Hours		Homan Lake
		-----picture stop-----
	1605 Hours	Homan-Lake westbound to Harlem.
1613½ Hours		Harlem and Lake. Discharge passenger point.
	1615 Hours	Crew lays up train.
	1630 Hours	Crew out

Paul Tracey
Director, Service

J. R. Blawie
Manager, Transportation