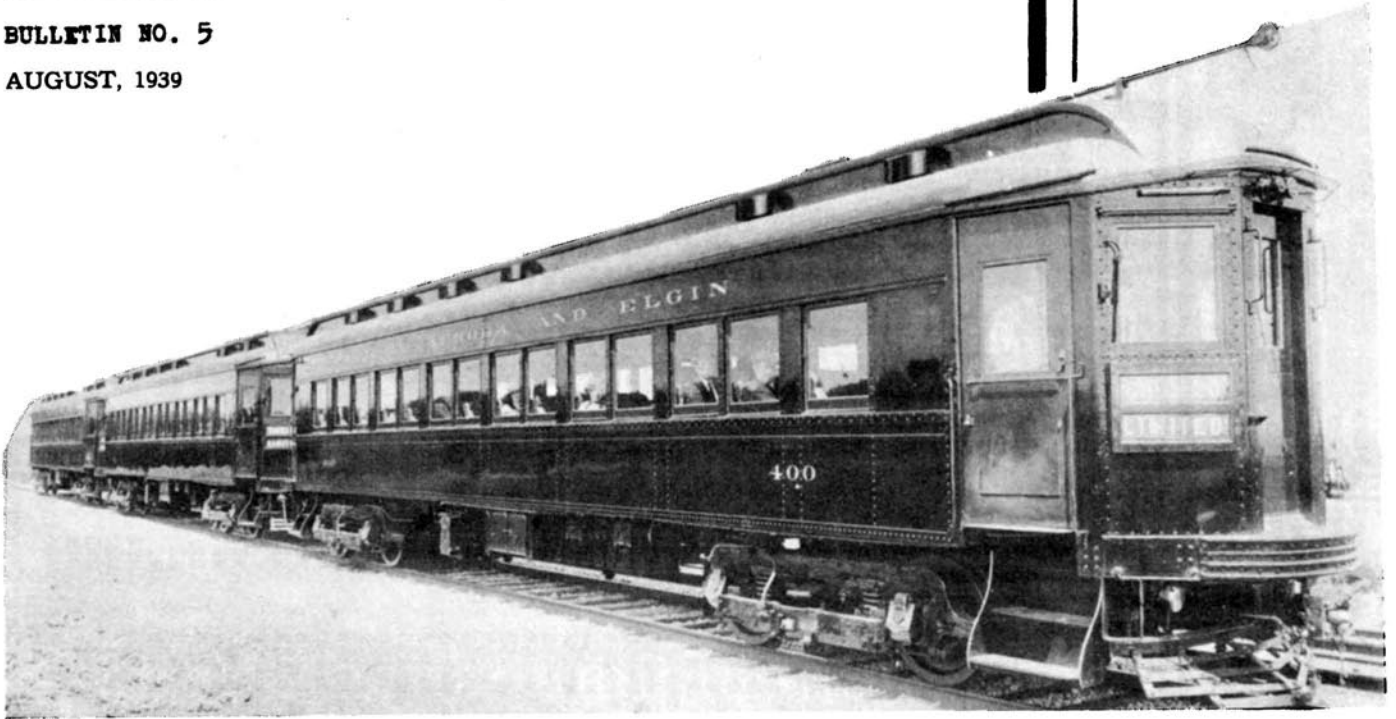


**CENTRAL ELECTRIC RAILFANS' ASSOCIATION**  
**CHICAGO, ILLINOIS**

**BULLETIN NO. 5**  
**AUGUST, 1939**



**SCHEDULE CERA INSPECTION TRIP NUMBER TWELVE**  
of **Sunday, August 6th, 1939**  
**CENTRAL DAYLIGHT TIME**

Mls.	STATIONS	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
0	CHICAGO						
	Wells St. Terminal	9.45					6.30
	Canal St.						
	Marshfield Ave.						
	Kedzie Ave.						
6	Laramie Ave.						
8	Oak Park (Oak Park Ave.)						
9	Forest Park (5th Pass Ins.)						
11	Maywood (Fifth Ave.)						
13	Bellwood						
14	Hillside (Garden Home)						
14	Hillside (Wolf Road)						
15	Berkley						
	Stratford Hills						
	Poplar Ave. (Elmhurst)						
17	ELMHURST (York St.)						
17	ELMHURST (Spring Rd.)						
	VILLA PARK (Villa Ave.)						
18	VILLA PARK (Ard. Ave.)						
19	Westmore (Lombard)						
	Stewart Ave. (Lombard)						
20	LOMBARD						
	Green Valley (Lombard)						
21	Glen Oak						
	Taylor Ave. (Glen Ellyn)						
23	GLEN ELLYN						
24	College Ave. (Wheaton)						
25	WHEATON	10.45	12.15	2.50	3.00	5.35	5.50
	Chicago Ave.						
	Emory						
	Chicago Golf						
27	Plemondon						
28	Welsbrook Road						
29	East Warrenville						
30	WARRENVILLE						
	Williams Road						
32	Ferry Road						
33	Dishl Road						
34	Batavia Junction						
37	Church Road						
	Aurora Ave. (Aurora)						
	Tilnols Ave. (Aurora)						
40	AURORA		1.15	2.25			
35	Hiller Road						
36	State Road						
37	Wagner Road						
38	Hart Road						
39	Glenwood Park						
40	BATAVIA			4.00	5.15		

**REFERENCE NOTES**

- Various stops westbound for picture taking.
- General inspection of shops, substation, etc., at Wheaton.
- Inspection of present and proposed terminal in Aurora. Lunch there.
- Inspection of Glenwood Park and old Power House at Batavia.
- Three special trains of different types of cars.
- Non-stop run Wheaton to Chicago.

**ROSTER**

**OF THE**

**CHICAGO AURORA & ELGIN RAILROAD**

Bulletin Number Five of the Central Electric Railfans' Association  
 (Division of the national Electric Railroaders' Association, N.Y.)  
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ROSTER OF EQUIPMENT

CAR NUMBER	TYPE OF CAR BODY	MOTORS		CONTROL		AIR BRAKES		No. of Seats	CAR Length of car	BODY Weight of car	Date Built	Builder	
		Number	Type	Master	No. & Style	No. & Style	Engineer's Valve						Triple Valve
PASSENGER EQUIPMENT													
10	Baggage-Passenger	2	GE 66	C-6	13 - DB15	1-- DB20	M-15B	M2	39	47'-4"	71,100	1902	Niles Car & Mfg. Co.
12	Passenger	Trailer		C-6	---	---	M-15B	M2	46	47'-4"	54,600	1902	" " " "
14	"	Trailer		C-6	---	---	M-15B	M2	46	47'-4"	54,600	1902	" " " "
16	"	4 - GE 66		C-6	26 - DB15	2 - DB20	M-15B	M2	46	47'-4"	85,900	1902	" " " "
18	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1902	" " " "
20	"	4 - GE 66		C-6	26 - DB15	2 - DB20	M-15B	M2	46	47'-4"	85,900	1902	" " " "
24	"	4 - GE 66		C-6	26 - DB15	2 - DB20	M-15B	M2	46	47'-4"	85,900	1902	" " " "
26	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1902	" " " "
28	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1902	" " " "
30	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	John Stephenson Co.
34	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	" " " "
36	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	" " " "
38	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	" " " "
44	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	" " " "
46	"	4 - GE 66		C-6	26 - DB15	2 - DB20	M-15B	M2	46	47'-4"	85,900	1904	" " " "
48	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	" " " "
50	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	" " " "
52	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	" " " "
54	"	2 - GE 66		C-6	13 - DB160	1 - DB20	M-23	M2B	46	47'-4"	71,100	1904	" " " "
56	"	2 - GE 66		C-6	13 - DB15	1 - DB20	M-15B	M2	46	47'-4"	71,100	1904	" " " "
101	"	Trailer		C-6	---	---	M-15B	M2	52	47'-4"	54,600	1904	" " " "
103	"	Trailer		C-6	---	---	M-15B	M2	52	47'-4"	54,600	1904	" " " "
105	"	Trailer		C-6	---	---	M-15B	M2	52	47'-4"	54,600	1904	" " " "
201	"	2 - GE 66		C-6	13 - DB160	1 - DB20	M-15B	M2	52	51'-11"	83,900	1905	Niles Car & Mfg. Co.
203	"	2 - GE 66		C-6	13 - DB160	1 - DB20	M-15B	M2	52	51'-11"	83,900	1905	" " " "
205	"	2 - GE 66		C-21	13 - DB15	1 - DB20	M-15B	M2	52	51'-11"	83,900	1905	" " " "
207	"	2 - GE 66		C-21	13 - DB15	1 - DB20	M-15B	M2	52	51'-11"	83,900	1905	" " " "
209	"	Trailer		C-6	---	---	M-15B	M2	52	51'-11"	54,600	1905	" " " "
300	"	4 - GE 66		C-21	26 - DB160	2 - DB20	M-15B	M2	52	53'-1"	93,900	1906	" " " "
301	"	2 - GE 66		C-21	13 - DB131	1 - DB20	M-15B	M2	52	53'-1"	75,000	1906	" " " "
302	"	2 - GE 66		C-21	13 - DB131	1 - DB20	M-15B	M2	52	53'-1"	75,000	1906	" " " "
303	"	2 - GE 66		C-21	13 - DB131	1 - DB20	M-15B	M2	52	53'-1"	75,000	1906	" " " "
304	"	2 - GE 66		C-21	13 - DB131	1 - DB20	M-15B	M2	52	53'-1"	75,000	1906	" " " "
306	"	2 - GE 66		C-21	13 - DB131	1 - DB20	M-15B	M2	52	53'-1"	75,000	1906	" " " "
307	"	4 - GE 66		C-21	26 - DB160	2 - DB20	M-15B	M2	52	53'-1"	93,900	1906	" " " "
308	"	2 - GE 66		C-21	13 - DB131	1 - DB20	M-15B	M2	52	53'-1"	75,000	1906	" " " "
309	"	4 - GE 66		C-6	26 - DB15	2 - DB20	M-15B	M2	52	53'-1"	93,900	1907	Hicks Locomotive Wks.
310	"	4 - GE 66		C-6	26 - DB15	2 - DB20	M-15B	M2	52	53'-1"	93,900	1907	" " " "
311	"	2 - GE 66		C-6	13 - DB131	1 - DB20	M-15B	M2	52	53'-11"	75,000	1909	G.C.Kuhlman Car Co.
312	"	2 - GE 66		C-21	13 - DB131	1 - DB20	M-15B	M2	52	53'-11"	75,000	1909	" " " "
313	"	4 - GE 66		C-21	26 - DB131	2 - DB20	M-23	M2B	52	53'-11"	100,000	1909	" " " "
314	"	4 - GE 66		C-21	26 - DB131	2 - DB20	M-15B	M2	52	53'-11"	100,000	1909	" " " "
315	"	4 - GE 66		C-21	26 - DB131	2 - DB20	M-15B	M2	52	53'-11"	100,000	1909	" " " "
316	"	4 - GE 66		C-21	26 - DB15	2 - DB20	M-15B	M2	52	54'-0"	100,000	1913	Jewett Car Company
317	"	4 - GE 66		C-21	26 - DB15	2 - DB20	M-15B	M2	52	54'-0"	100,000	1913	" " " "
318	"	4 - GE 66		C-21	26 - DB160	2 - DB20	M-23	M2B	52	54'-0"	100,000	1913	" " " "
319	"	4 - GE 254		C-21	13 - DB260*	1 - DB409	M-23	M2B	52	54'-0"	100,000	1913	" " " "
320	"	4 - GE 254		C-21	13 - DB260*	1 - DB409	M-23	M2B	52	54'-0"	100,000	1913	" " " "
321	"	4 - GE 254		C-21	13 - DB260*	1 - DB409	M-23	M2B	52	54'-0"	100,000	1913	" " " "

NOTE: \*Indicates car equipped with 1-ME67 field tapper used to weaken motor fields on last running point, for high-speed running.

CAR NUMBER	TYPE OF CAR BODY	MOTORS		CONTROL		AIR BRAKES			CAR BODY				
		Number	Type	Master	No. & Style	No. & Style	Engineer's	Triple	No. of	Length	Weight	Date	Builder
					Contactors	Reversers	Valve	Valve	Seats	of car	of car	Built	

PASSENGER EQUIPMENT, Continued

CLASS S-1	400-406	Steel Passenger	4 - GE 254	C-165	8 - DB260**	1 - DB409	M-24C	U4A	56	56'-10"	103,000	1923	Pullman Car & Mfg. Co.
	407, 408	"	4 - GE 254	C-165	12 - DB260**	1 - DB409	M-24C	U4A	56	56'-10"	103,000	1923	"
	409, 410	"	4 - GE 254	C-165	12 - DB131**	1 - DB409	M-24C	U4A	56	56'-10"	103,000	1923	"
	411	"	2 - GE 254	C-165	12 - DB131**	1 - DB409	M-24C	U4A	56	56'-10"	93,900	1923	"
	412-419	"	4 - GE 254	C-165	12 - DB131**	1 - DB409	M-24C	U4A	56	56'-10"	103,000	1923	"
CLASS S-2	420-434	"	4 - GE 254	C-165	12 - DB260***	1 - ME73A	M-24C	U4A	54	55'-3 1/2"	111,100	1927	Cincinnati Car Co.
	435	Rebuilt Passenger	2 - GE 66	C-165	9 - DB160***	1 - DB20	M-24C	U4A	53	53'-1"	83,900	1906	Niles Car & Mfg. Co.
	436	"	2 - GE 66	C-165	12 - DB160***	1 - DB20	M-24C	U4A	53	53'-1"	83,900	1906	"
CLASS S-3	600-604	"	Trailer	C-165	---	---	M-23	U4A	54	51'-2"	60,000	1913	Cincinnati Car Co.
	700-702	Reb't Baggage-Pagr.	Trailer	C-165	---	---	M-23	U4A	54	51'-0"	60,000	1913	"
NOTES: **Equipped with 1-ME67 field tapper and 1-ME160 line switch. ***Equipped with 1-ME160 Line Switch.													
	500	Light-Weight Passenger	4 - GE 247	K-35PP	with ME67 Field Tapper and DB987 Line Breaker		M-28A	Straight-air	56	51'-0"	65,000	1927	St. Louis Car Co.

LEASED FROM CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD

CLASS W-2	129, 130, 133, 134, 137 (Psgr.)	"	4 - GE 73	C-6	13 - DB141A	1 - DB22B1	M-15C	M1	54	52'-3"	80,500	1907	Jewett Car Company
	138-141	Passenger	4 - GE 73	C-6	13 - DB141A	1 - DB22B1	M-15C	M1	54	52'-3"	79,000	1910	American Car Company
	142-143	"	4 - GE 73	C-6	13 - DB141A	1 - DB22B1	M-15C	M1	50	52'-3"	79,000	1909	Jewett Car Company
	144	"	4 - GE 73	C-6	13 - DB141A	1 - DB22B1	M-15C	M1	50	52'-3"	79,000	1910	American Car Company
NOTES: Cars numbered between 129 and 141 retain their original CNS&M numbers; cars 142, 143 and 144 were numbered 401, 402, and 403, respectively.													

LOCOMOTIVES

CLASS E	2001-2002	Locomotive	4 - GE 257	C-90	36 - DB260F (includes reverser) L1 & L2, TP11B		---	---	35'-6"	100,000	1921-22	General Electric Co.
	3003-3004	"	4 - W 567R1	337D2	1-480I4 group 1-XR34 A		K14A	#6 dist. valve	32'-3 1/2"	100,000	1926	Baldwin-Westinghouse

EXPRESS MOTOR CARS

CLASS	3	Locomotive Plow	4 - GE 66	C-6	26 - DB15	2 - DB20	M-15B	M2	---	51'-6"		1907	Company shops
	5	Express	4 - GE 66	C-6	13 - DB260	1 - DB409	M-24C	M2B	---	46'-0"	79,000	1921	Cincinnati Car Company
	7	"	4 - GE 66	C-6	13 - DB15	2 - DB20	M-24C	M2B	---	45'-3"	79,000		
	9	"	4 - GE 66	C-6	26 - DB131	2 - DB20	M-24C	M2B	---	45'-8"	79,000		
	11	"	4 - GE 66	C-6	13 - DB131	1 - DB409	M-24C	M2B	---	41'-0"	79,000		
	15	"	4 - GE 66	C-6	26 - DB15	2 - DB20	M-24C	M2B	---	45'-9"	79,000		
	45	Line Car	4 - GE 74	K-34D2	none used	---	S	---	---	50'-6"			From Chgo. & Interurban Tr.Co.

OTHER CARS

B-1	Tool Car	Trailer	None	---	---	---	---	---	---	---			Rebuilt from box car
B-2	Tool Flat Car	Trailer	None	---	---	---	---	---	---	---			Rebuilt from flat car
1001-1003	Caboose	Trailer	None	---	---	---	---	---	---	---			Acquired about 1928
10003	Weed Exterminator Car	Trailer	None	---	---	---	---	---	---	---			

Also has 2 ballast cars built by Western Wheeled Scraper Co. as aluminum ore cars, 4 flat cars from AT&SFRy, 2 flat cars formerly #32 and #109.

APPROXIMATE DATES OF RETIREMENT: Car 22, 1910; 32, 1937; 40, 1911; 42, 1926; 107, 1937; 109, 1937. Also retired car 58. Car 109 was funeral car, with Westinghouse AB control using #11 master controller and 2-GE 55, 160 hp. motors, and could not be used in train with other CA&E cars but could be used with cars of the Metropolitan-West Side Elevated Railway.

CAR NUMBERS CHANGED ACCOUNT OF REBUILDING: Car 209 was "Carolyn" parlor car; "Florence" parlor car was made 600 about 1920 and 435 about 1929; 305 was made parlor car 601 about 1920 and 436 about 1930. Car 10 was originally without baggage compartment. installed about 1933. (No change in its number.)

## GENERAL INFORMATION

Rolling stock of the Chicago Aurora & Elgin Railroad falls into convenient classes by differences in style and construction of cars and by services performed. Altho the railroad company does not distinguish the cars by class numbers CERA has, for the information of railfans, divided the roster into arbitrary groups indicated by class letters.

The base passenger service, including the thru runs to Elgin and Aurora, is given by steel passenger cars, Class S, equipped with Tomlinson couplers and a uniform control system. Class S-1 is composed of 2 series of cars built to the company's specifications. The Pullman built cars are mounted on Commonwealth trucks, except for car 411, which, like the Cincinnati cars, rides on Baldwin trucks.

Class S-2 comprises cars 435 and 436 which come originally from class W-1, but were rebuilt some years ago into parlor buffet cars suitable for intercoupling with class S, and at the same time the carbodies were rebuilt to a steel construction comparable to other cars of class S. The numbers were then 600 and 601 (not to be confused with present 600 and 601) but when the cars were revamped to bucket seat coaches like the Cincinnati the numbers were changed to 435 and 436.

Class S-3 consists of 8 cars acquired from the Washington Baltimore & Annapolis Electric Railroad in 1937 and placed in service on the CA&E in the next few months. Originally motor cars on the 1900 volt line they were revamped for use as control trailers. Cars 600-604 have passenger compartments only and were W B & A 35-39. They have bucket type seats. Cars 700-702 have baggage compartment, but at present this is occupied with removable seats. They were W B & A 80-82.

The supplementary local tripper service on week-days and a large share of the peak rush hour load traffic is handled with wooden cars having reinforced steel underframes, class W. These cars have Van Dorn semi-automatic couplers and a uniform control system, altho this differs from that used on class S. Class W-1 includes several orders of cars built for the railroad to the same general plans. However, the length of the carbodies was increased with successive orders as it was found that longer cars could negotiate the curves on the "1" structure without exceeding clearance limits. These cars are equipped with Peckham and Baldwin MCB form trucks, except car 311, which has Standard C-80-P trucks. Car 318 differs from other class W cars in that it is of steel construction up to the belt rail.

Class W-2 includes 12 cars leased from the Chicago North Shore & Milwaukee Railroad in 1936 to fill in the shortage in owned equipment. These cars are of about the same age and construction as class W-1 and can be operated when necessary in the same trains with regular CA&E wood cars. However the North Shore Line cars are geared to a speed of about 50 mph. as compared to 65 mph. gearing on the Sunset Lines cars and consequently a mixed equipment train is not a favorable combination.

Engines, express cars and freight equipment are grouped in class E and have MCB form couplers which may be intercoupled with standard steam road equipment. Various types of control are used and in general cars of class E cannot be electrically intercoupled, altho the 2 Westinghouse engines will operate together, the 2 G-E will, and the express motor cars will. Line car 45, in a class by itself, also has MCB couplers.

Light weight suburban car #500 is also in a class of its own, has no couplers, and is not at present used in any kind of service.

In summary it may be said that cars of the different classes we have suggested cannot be coupled or operated together except by the use of emergency chains of links.

### RECAPITULATION

There are a total of 107 passenger cars operated including 49 owned wood cars, 45 owned steel cars, 1 light-weight car, and 12 leased wood cars. Of the owned cars there are 17 wood "motors" (4 motor cars), 26 "half-motors" (2 motor cars), 6 "coaches" (trailers), 34 steel motors, 3 steel half-motors and 8 steel coaches. The light-weight car and the leased wood cars are full motor.

### SIZE AND GEAR RATIOS OF MOTORS:

MOTOR NUMBER	RATED HORSEPOWER	GEAR RATIO	USED ON CARS
GE 66	125	20:32 or 25:40	Class W-1, S-2
GE 74	65	22:53	Class W-2
GE 254	145	25:54	Class S-1
GE 247	40	25:52	Car #500
GE 257	175	19:60	Engines 2001-2002
West 567R1	170	17:60	Engines 3003-3004

First figure shown is number of pinion teeth; second, gear teeth.

This roster is based on data from the records of the Chicago Aurora & Elgin R.R., supplemented by additional information from the personal files of several CERA members, and is issued as Bulletin 5 on the occasion of CERA inspection trip #12, over the railroad on August 6th, 1939.

Edited by George Krambles, assisted by B. L. Stone and Fielding Kunecke.