

The following information covers
OFFICIAL CERA CLUB CAR 300
CENTRAL ELECTRIC RAILFANS' ASSOCIATION

GENERAL INFORMATION:

Built for Chicago & Milwaukee Electric Railroad by the Jewett Car Co.
 Number of cars in original group: Three; road numbers 300-302
 Date placed in service: February - March, 1909.
 Date retired from road service: 1939. 301, 302 scrapped, August, 1941.
 (The data below applies only to car 300, in present condition)
 Exterior color scheme: Orange with maroon and black trim, red roof.
 Interior finish: Inlaid mahogany. Seats: 44, green plush walkover type.
 Weight of car complete, but without load: 76,900 lb.
 Length of car over bumpers: 52'-9"
 Width over side sheathing: 8'-8 1/2"
 Height, top of rail to (a) sills: 3'-6" (b) over trolley board 13'-5 1/4"
 Spacing of truck centers: 29'-10". Type of truck: Baldwin MCB type 295.
 Truck wheel base: 6'-6". Track gage: 4'-8 1/2"
 Wheels: Rolled steel, nominal diameter: 36". Journals: 4 1/4" x 8"
 Couplers: Van Dorn Number 11. Pilots: Sheet iron, on truck frames.

MOTORS & CONTROL:

Motors: Four General Electric 73; 75 horsepower each; gear ratio 22:53.
 Control: Double end GE type M with open circuit transition. C6k master controllers, 13 contactors, 4 motor reverser, overload trip.
 Trolley - 3rd Rail Changeover: Knife switch in cab, #1 end of car.
 Trolley bases: OB form 1. Nominal line voltage: 650, DC.

AIR BRAKES:

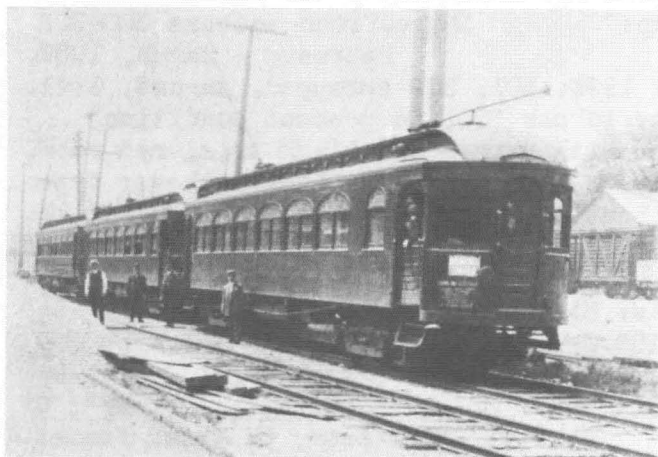
Schedule AMM Westinghouse automatic air, with M-15 engineer's valves.
 Compressor: WTBCo D2EG. Signal: #1 end, 2 tone horns; #2 end, whistle.
 Lighting: 600 v series. Heating: Caboose stove; originally hot water.

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HISTORICAL BACKGROUND: For about 25 years car 300, along with its two blood brothers 301 and 302 and a fleet of similar wooden cars gave heavy duty service in main line passenger service on the North Shore Line. When new, 300 was used in crack limiteds, but after the advent of steel cars, the wooden equipment was gradually used less on thru trains and more on the suburban Shore Line service, which, tho not so dressy, was still quite severe. In 1930, when the latest of the conventional type of steel cars were received, wooden equipment was removed from the base service. With the slackening of traffic in the 3 next years, many of them were retired and the remainder saw occasional service in school trippers, extra moves and the like.

In 1936, due to an equipment shortage, the Chicago Aurora and Elgin Railroad leased 12 of these wooden cars, but the 300s remained, and were used during winter with sleet cutters to help keep the line in service. In 1939 they were relieved of even that chore and were sadly tucked in a corner of Highwood yard to await scrapping.

At this point it was proposed that CERA take over the task of preserving one of them and eventually restoring it to good shape, with the double objective of a historical reminder of the type of equipment



once so common on electric railways of this country, and as an entertaining and educational activity for CERA. The project received enthusiastic support from the railroad, which retains title to the car (300 was chosen) but allows CERA its exclusive use in return for which we maintain 300 in safe condition, and in good appearance.

CERA TAKES OVER

In rehabilitating 300 departures have been made from the original on the theory that this car should be typ-

EARLY DAYS OF THE 300 CLASS

ical of electric railway practices in general. Thus came such things as air horns and train number sign. And while CERA has footed the bill for material for most general improvements (painting, tools and the like), individual members have contributed much other material and all of the labor. Inside the car, many interesting and historical souvenirs and photographs are preserved.

CERA's Official Car is used frequently and regularly by members as a gathering place in electric railway atmosphere where topics of mutual interest can be rehashed and photos exchanged. Once a year, 300 gingerly pokes her way thru the switches and proudly takes all of CERA that can get aboard for an all-too-brief spin on the North Shore Line mains. That's 300's way of thanking us for giving her a new grip on life.

All CERA members are cordially invited to visit 300, which may be seen at any time in the Highwood yards of the North Shore Line.
