



# Central Electric Railfans' Association

A not-for-profit technical educational society incorporated in the State of Illinois

Friday June 25, 1982

GOOD EVENING AND WELCOME ABOARD!

CERA would like to take this opportunity to welcome all aboard what has become an annual event: the June Fantrip meeting. Using cars 6101-6102 and car 6 in a unique 3 car train, we will depart Kimball Terminal at 6 PM. We will proceed to the Outer Loop where a photo stop and downtown pickup will be made at Randolph-Wells at 6.30. Rounding the Loop and using Lake Street and the Paulina Connector, our train will travel the Douglas route. A dropoff and pickup will be made at Laramie on the Douglas for those wishing to take photos. Departure from 54 th will be at 7.30 PM. Around the Loop again with a dropoff for those wishing to depart in the Loop at State-Lake Inner at 8 PM. Our train will continue to Kimball on the Ravenswood with arrival at approximately 8.45 PM.

We hope all aboard have an enjoyable trip!

## CARS 6101-6102

By 1981, only cars 6101-2 still retained their dual headlights, and though having received some modifications over the years, still approximated their original appearance. These cars have been repainted into their 1950's colors and are now designated as CTA's Rail Safety Train. This train is used in conjunction with other CTA efforts to promote safe work practices among employees. This train travels throughout the system to promote and participate in safety award presentations and other appropriate activities. When not used in this capacity, it is assigned to revenue service on the Ravenswood route. Upon retirement, they will be made a part of CTA's historical collection of transit vehicles.

## CARS 1 TO 50

Following the delivery of the last 6000-series car (6720) in 1959, St. Louis commenced delivery of 50 additional cars which were similar to the 6000's but built as single unit cars and designed for one man operation. Designated as 1 - 50 Series, these were the last cars built from salvaged streetcar components.

Those cars which were not needed for one-man service were kept paired in numerical sequence with the odd numbered cars gaining an additional conductor's position to eliminate the need for the conductor to change cars to operate the doors in two-man train service to which they are assigned