



EQUIPMENT
 NUMBER OF CARS = 83
 SEATING CAPACITY = 61
 NATIONAL PNEUMATIC SLIDING DOOR
 50 CARS 4-W.H. #1432 MOTORS 55 H.P.
 33 CARS 4-G.E. #1198C MOTORS 55 H.P.
 PCC TYPE FORCED AIR HTG. & VENT. SYSTEM
 AUXILIARY HEATING CAPACITY 10K.W.
 O.B. FORM 5 TROLLEY BASE
 EARLL TROLLEY CATCHER
 H&B LIFE GUARD
 33 G.E. AC MULTI POINT CONTROL
 50 W.H. PCC
 73 CARS W.H. PCI COMPRESSOR & G.E. MG SET
 10 " GARDNER DENVER " & F.M. "
 DYNAMIC TRACK & AIR BRAKES
 PCC B-2 TYPE OF TRUCK
 25" PCC TYPE RESILIENT WHEELS
 GEAR RATIO 6:43 = 7.16 TO 1
 HYPOID GEAR TRANSMISSION UNIT
 E.S. CO. DIRECTIVE TYPE INTERIOR LIGHTING
 32V STORAGE BATTERY-WILLARD P-7-4

CORRECT FOR CAR SERIES
 4002-4051; 7002-7034.
WEIGHT
 WEIGHT OF BODY EQUIPPED 20,640 LBS.
 TRUCKS 11,700 "
 MOTORS 3,300 "
 CAR COMPLETE 35,640 "

BUILT BY ST. LOUIS CAR CO.
 AND
 CONVERTED BY C.T.A. TO
 ONE MAN OPERATION
 FEB. 1, 1952 TO MAY 10, 1952

CHICAGO SURFACE LINES

**GENERAL PLAN AND ELEVATION
 OF P.C.C. CARS (1936) CONVERTED
 TO ONE MAN OPERATION**

Dr. by J.N. Tr. by J.N.	Approved..... 19.....
Checked by..... <small style="margin-left: 20px;">Chief Draftsman</small> <small style="margin-left: 20px;">Electrical Engineer</small>
Correct..... <small style="margin-left: 20px;">Engineer of Equipment</small>	Approved..... 19.....
Approved..... 19..... <i>P. Ruppel</i> <small style="margin-left: 20px;">Supt. of Shops and Equipment</small> <small style="margin-left: 20px;">Chief Engineer</small>
	Scale $\frac{3}{8}$ " = 1'-0" DRG. No. 1-K-371
REVISIONS	