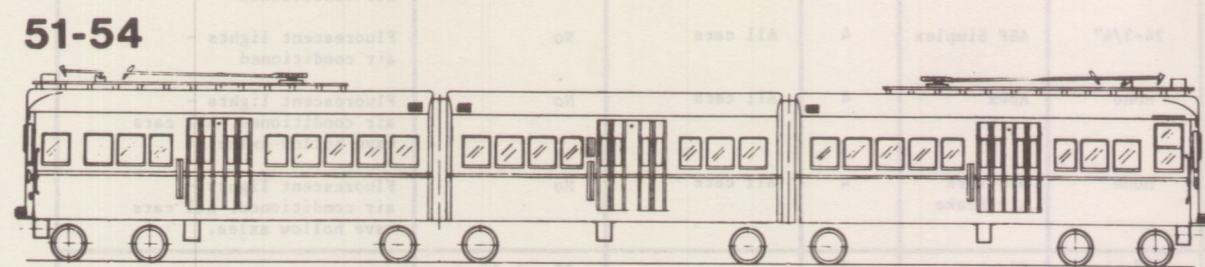
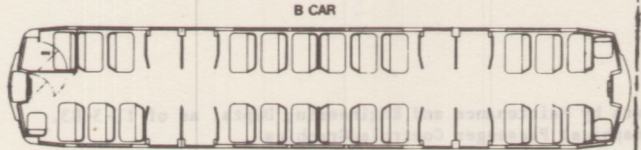
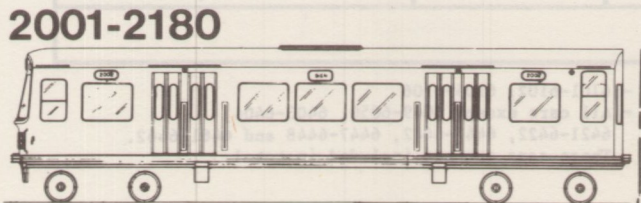


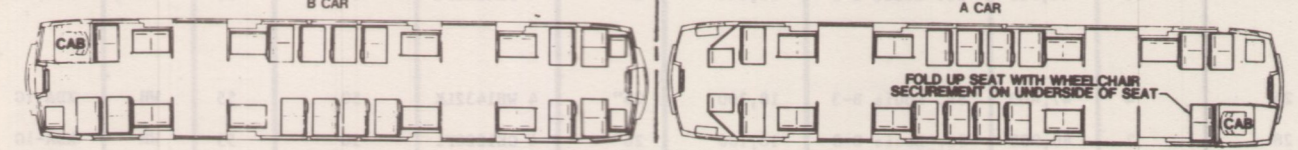
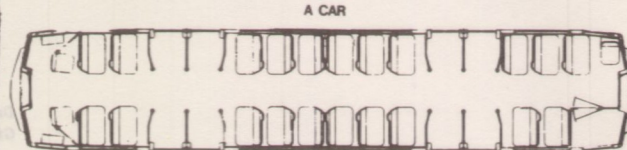
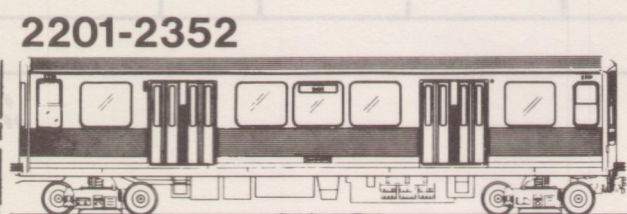
SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
5-50	ST. LOUIS	1959-60	48'-0"	9'-4"	11'-10"	46
Ⓢ ADDITIONAL CONDUCTOR LOCATION CARS 5-21, 31-37 ODD NUMBERS-44 SEATS						
ALL CARS CONVERTED FROM PCC STREET CARS						



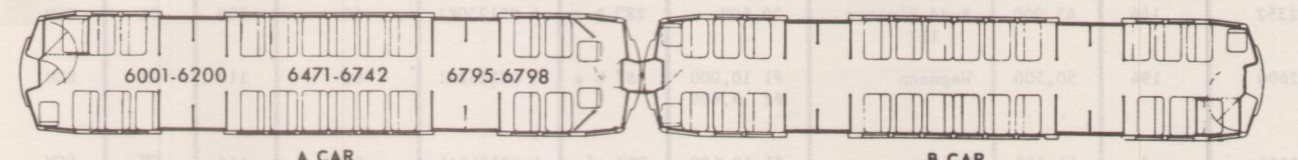
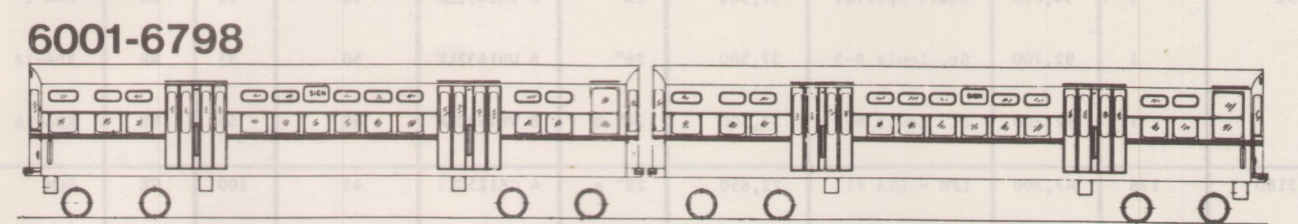
SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
51-52 53-54	PULLMAN ST. LOUIS	1947 1948	88'-7½"	9'-4"	12'-2"	96
EACH THREE COMPARTMENT CAR HAS ONE NUMBER						



SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2001-2180 2201-2352	PULLMAN BUDD	1964 1969-70	48'-0"	9'-4"	12'-0"	A-47, B-51
DIAGRAMS ARE COMBINED TO SAVE SPACE; CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS STARTING WITH 2001-2002						



SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2401-2600	BOEING- VERTOL	1976- 1978	48'-0"	9'-4"	12'-0"	A-45 B-49
2601-3200	BUDD	1981- 1987				A-43 B-49



SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
6001-6200	ST. LOUIS	1950-51	48'-0"	9'-4"	11'-10"	A-47 B-51
6201-6470		1954-55				A-50 B-50
6471-6670		1956-57				A-47 B-51
6671-6720		1959				A-47 B-51
6731-6798	RENUMBERED FROM MISMATED CARS FROM ABOVE GROUPS. THIS WILL BE A CONTINUING PROCESS AS WORN CARS ARE RETIRED.					
PERMANENTLY COUPLED IN PAIRS 6201-6720 CONVERTED FROM PCC STREETCARS						

For technical data see reverse side

Fold out ➡

Technical data

Car series	No.of cars	Weight	Truck	Truck weight	Wheel Dia.	Motor			Control				Gear assembly		Drive shaft	Friction brake	Track brake	ATC	Window guards	Remarks
						No. of and type	% Field Shunting	HP	Mfg	Type	*	**	Model	Ratio						
5 - 22	18	46,000	St. Louis B-3	18,100	26"	4 GE1220F1	50	55	WH	XDA-1G	X	-	B - 3	7.17:1	28"	Wabco A2	4	Yes,both ends except 13-14, 17-18 on #1 end only	No	Double end, except 13-14 17-18 are semi-permanently coupled in pairs
23 - 26	4	47,400	St. Louis B-3	18,300	26"	4 WH1432LK	50	55	WH	XDA-1G	X	PT	B - 3	7.17:1	28"	Wabco A2	4	Yes, both ends	No	Double end
27 - 28	2	46,900	St. Louis B-3	18,100	26"	4 GE1220F1	50	55	WH	XDA-1G	X	T	B - 3	7.17:1	28"	Wabco A2	4	Yes, both ends	No	Double end
29 - 30	2	47,400	St. Louis B-3	18,300	26"	4 WH1432LK	50	55	WH	XDA-1G	X	PT	B - 3	7.17:1	28"	Wabco A2	4	Yes, both ends	No	Double end
31 - 38	8	45,700	St. Louis B-3	18,100	26"	4 GE1220F1	50	55	WH	XDA-52a	X	-	B - 3	7.17:1	28"	Wabco A2	4	Yes, both ends	No	Double end
39, 42	2	47,400	St. Louis B-3	18,100	26"	4 WH1432LK	50	55	WH	XDA-1G	X	PT	B - 3	7.17:1	28"	Wabco A2	4	Yes, both ends	No	Double end
40-41,43-50	10	46,800	St. Louis B-3	18,100	26"	4 WH1432LK	50	55	WH	XDA-1G	X	-	B - 3	7.17:1	28"	Wabco A2	4	Yes, both ends	No	Double end
51 - 52	2	94,800	Clark Special	37,500	28"	8 WH1432LK	50	55	WH	XDA-1	W	PT	Clark Special	7.17:1	26-5/8"	Clark	8	Yes	No	Articulated, 3 section
53	1	92,700	St. Louis B-3	37,500	26"	8 WH1432LK	50	55	WH	XDA-1A	W	PT	St.Louis B-3	7:17:1	28"	Wabco A2	8	Yes	No	Articulated, 3 section
54	1	92,700	St. Louis B-4	37,500	28" b	8 WH1432LK	50	55	WH	XDA-1A	W	PT	St.Louis B-4	6.125:1	28"	Wabco A2	8	Yes	No	Articulated, 3 section
2001 - 2180	176	47,300	LFM - CTA #1	22,850	28" e	4 GE1250K1	45	100	GE	SCM	Z	-	GE7GA47C1	6.125:1	28-29/32"	ASF Simplex	4	All cars	No	Fluorescent lights - air conditioned
2201 - 2352	144	45,000	Budd Pioneer III	20,500	28" b e	4 GE1250K1	60	100	GE	SCM	Z	-	GE7GA47C2	6.125:1	24-3/4"	ASF Simplex	4	All cars	No	Fluorescent lights - air conditioned
2401 - 2600	194	50,500	Wegmann	#1 10,000 #2 9,600	28" b e	4 GE1262A1	60	110	GE	SCM	Z	-	Rockwell CTA 100D	6.16:1	none	Abex	4	All cars	No	Fluorescent lights - air conditioned. All cars have hollow axles
2601 - 3200	c d (204)	54,300	Wegmann	#1 10,620 #2 10,550	28" e'	4 GE1262A1	60	110	GE	SCM	Z	-	GE7GA73B2	6.157:1	none	New York Air Brake	4	All cars	No	Fluorescent lights - air conditioned. All cars have hollow axles.
6001 - 6200	104	@42,200	Clark B-2	17,200	26"	4 WH1432LK	50	55	WH	XDA-1A	X	-	B - 2	7.17:1	28"	Clark	2	} ## See below	#See below	Conductor's cab except 6271-6272
6201 - 6470	112	@43,200	Clark B-2	16,900	26"	4 WH1432LK	50	55	WH	XDA-1D	X	-	B - 2	7.17:1	28"	Clark	2		6241-6242	
6471 - 6500	16	41,750	Clark B-2	16,900	26"	4 WH1432LK	50	55	WH	XDA-1D	X	-	B - 2	7.17:1	28"	Clark	2		6491-6500	
6501 - 6510	4	41,750	Clark B-2	16,900	26"	4 GE1220F1	50	55	WH	XDA-1D	X	-	B - 2	7.17:1	28"	Clark	2		All	
6511 - 6742	174	+44,350	St. Louis B-3	18,200	26"	4 GE1220F1	50	55	WH	XDA-1E XDA-1G	X	-	B - 3	7.17:1	28"	Wabco A2	4		All except 6711	
6771 - 6788	18f	@43,200	Clark B-2	16,900	26"	4 WH1432LK	50	55	WH	XDA-1D	X	-	B - 2	7.17:1	28"	Clark	2		No	Conductor's cab
6795 - 6798	4f	44,350	St. Louis B-3	18,200	26"	4 GE1220F1	50	55	WH	XDA-1E XDA-1G	X	-	B - 3	7.17:1	28"	Wabco A2	4		All	
Total	1,200																			

- ♣ - Electric propulsion system not operational.
- * - Combinations which may be trained together.
- ** - (T-Cars equipped with trolley poles - 27, 28)
- ** - (PT-Automatic pan trolley for Skokie operation)
- @ - For cars without ATC subtract 500 pounds.

+ - 6711 total car weight 47,050 pounds
W - Must not be trained in service because of door controls.

- 6101-6102, 6105-6106
- All cars except 6049-6050, 6403-6404,
6421-6422, 6441-6442, 6447-6448 and 6461-6462.
These cars are not included in total.

- a - Car 37 has XDA-1G accelerator.
- b - Aluminum centered wheels on certain cars.
- c - Car deliveries will continue into 1987 with approximately 120 cars per year delivered for a total of 600 cars.
- d - At the present time 204 cars have been accepted into service.
- e - Steel wheels with damping rings on some cars.
- e' - Steel wheels with damping rings on all cars.
- f - Cars numbered 6731-6798 are re-numbered cars from the 6001-6720 series that have been mislabeled.

Data by Maintenance and Engineering Depts. as of 11-3-83.
Graphics: Passenger Controls/Graphics