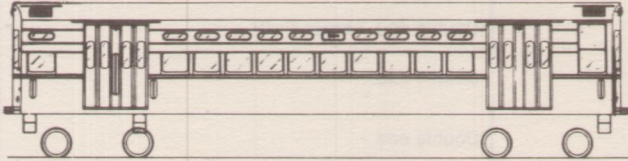
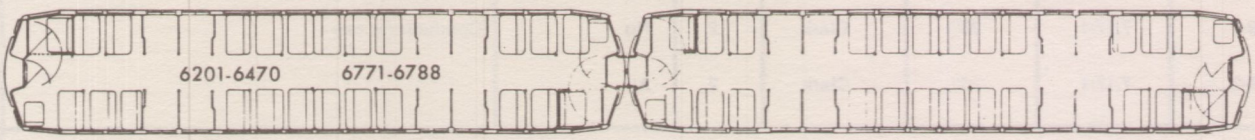
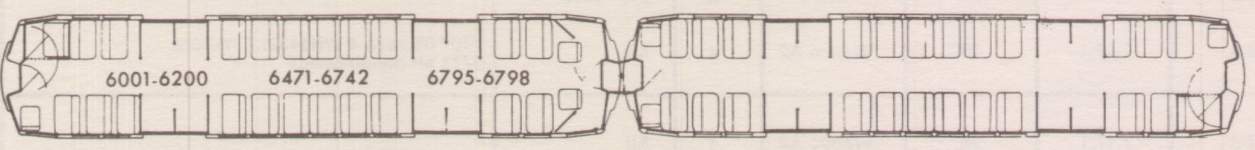
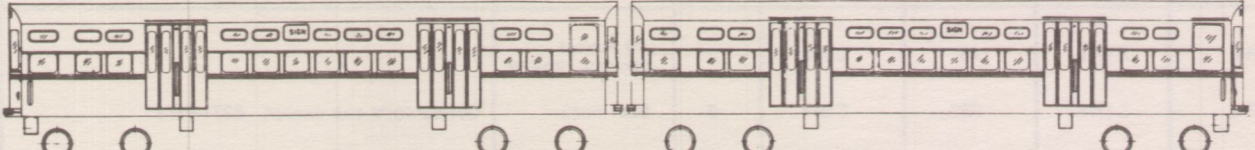


6-50



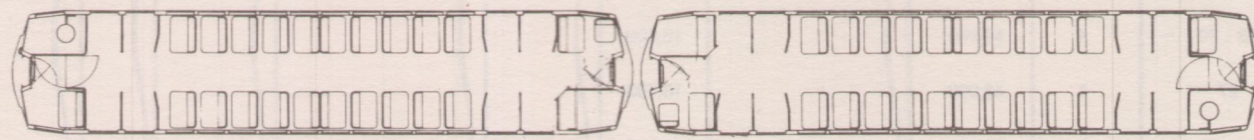
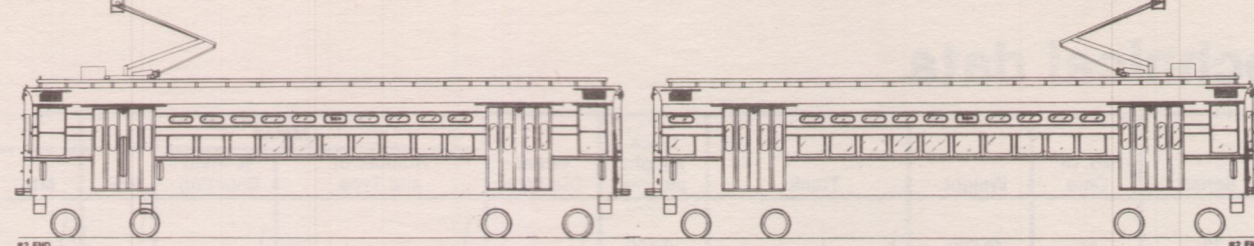
SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
6-50	ST. LOUIS	1959-60*	48'0"	9'4"	11'10"***	46
©ADDITIONAL CONDUCTOR LOCATION CARS 13, 17, 33, 35 & 37 — 44 SEATS *REBUILT BY MORRISON-KNUDSEN CO. IN 1985 **13'6" HEIGHT TO TOP OF LOCKED DOWN PANTOGRAPH; CARS 23, 24, 25, 26, 30, 39 & 42 ALL CARS CONVERTED FROM PCC STREET CARS						

6001-6798



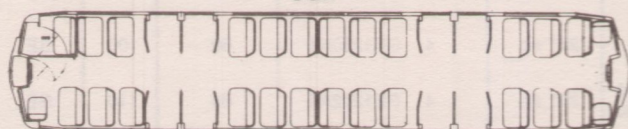
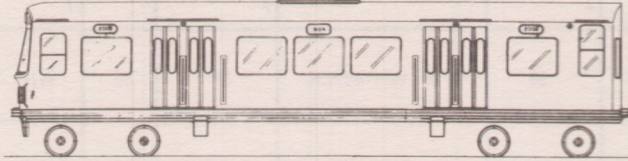
SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
6001-6200	ST. LOUIS	1950-51	48'-0"	9'-4"	11'-10"	A-47 B-51
6201-6470		1954-55				A-50 B-50
6471-6670		1956-57				A-47 B-51
6671-6720		1959				A-47 B-51
6733-6798	RENUMBERED FROM MISMATED CARS FROM ABOVE GROUPS. THIS WILL BE A CONTINUING PROCESS AS WORN CARS ARE RETIRED.					
PERMANENTLY COUPLED IN PAIRS 6201-6720 CONVERTED FROM PCC STREETCARS						

61-64A & B

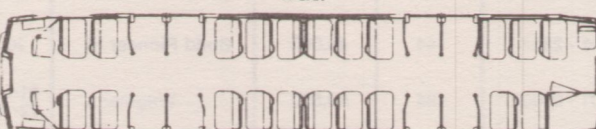
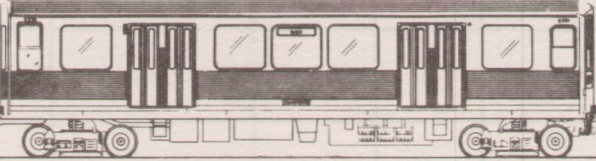


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
61-64 A&B	ST. LOUIS	1959-60*	96'-3"	9'4"	11'10"***	90
*REBUILT BY MORRISON-KNUDSEN CO. IN 1985 **13'6" HEIGHT TO TOP OF LOCKED DOWN PANTOGRAPH ALL CARS CONVERTED FROM PCC STREET CARS						

2001-2180

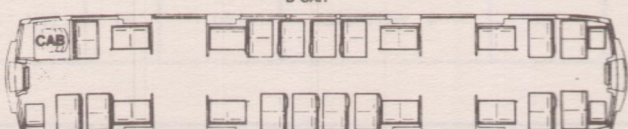
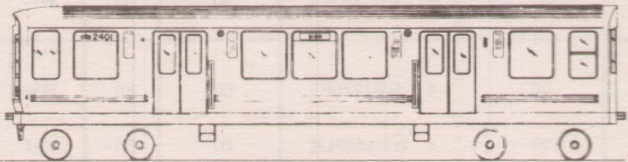


2201-2352

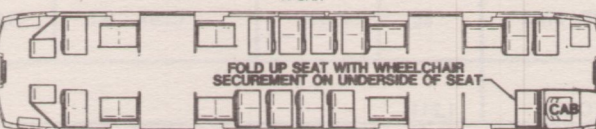
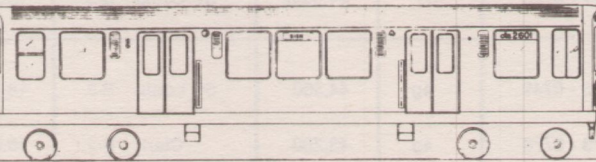


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2001-2180 2201-2352	PULLMAN BUDD	1964 1969-70	48'-0"	9'-4"	12'-0"	A-47,B-51
DIAGRAMS ARE COMBINED TO SAVE SPACE; CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS STARTING WITH 2001-2002						

2401-2600



2601-3200



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
DIAGRAMS ARE COMBINED TO SAVE SPACE; CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS						

Fold out ➡

For technical data see reverse side

Technical data

Car Series	No. of Cars	Weight	Truck	Truck Weight per car	Wheel Diameter	Motor			Control		Trolley Equipment		Gear Assembly		Drive Shaft	Friction Brake	Track Brake	Window Guards	Remarks
						Number of and Type	% Field Shunting	HP	Mfg	Type	*	**	Model	Ratio					
6 - 22	11	48,000	St. Louis B-3	18,100	26"	4 WH1432LK	50	55	WH	XDA-1G	B	—	B-3	7.17:1	28"	Wabco A2	4	No	Double end, except 13-14 17-18 are semi-permanently coupled in pairs
23 - 26	4	49,900		18,300							B	Pan							Double end, Skokie Swift
27	1	48,000		18,100							B	—							Double end
28, 41	2	48,500		18,100							B	T							Double end
30	1	49,900		18,300							B	Pan							Double end, Skokie Swift
32 - 38	7	48,000		18,100							B	—							Double end
39, 42	2	49,900		18,300							B	Pan							Double end, Skokie Swift
40, 43 - 50	9	48,000		18,100							B	—							Double end
61 - 64 A&B	4	99,650	St. Louis B-3	36,600	26"	8 WH1432LK	50	55	WH	XDA-1G	B	Pan	St. Louis B-3	7.17:1	28"	Wabco A2	8	No	High-capacity Skokie Swift cars, full width cabs
2001 - 2180	174	47,300	LFM — CTA #1	22,850	28" a	4 GE1250K1	45	100	GE	SCM	A	—	GE7GA47C1	6.125:1	28-29/32"	ASF Simplex	4	No	Fluorescent lights - air conditioned
2201 - 2352	144	45,000	Budd Pioneer III	20,500	28" ab	4 GE1250K1	60	100	GE	SCM	A	—	GE7GA47C2	6.125:1	24-3/4"	ASF Simplex	4	No	Fluorescent lights - air conditioned
2401 - 2600	194	50,500	Wegmann	#1-10,000 #2- 9,600	28" ab	4 GE1262A1	60	110	GE	SCM	A	—	Rockwell CTA 100D	6.16:1	none	Abex	4	No	Fluorescent lights - air conditioned. All cars have hollow axles
2601 - 3200	442 cd	54,300	Wegmann	#1-10,620 #2-10,550	28" ef	4 GE1262A1	60	110	GE	SCM	A	—	GEGA73B2	6.157:1	none	New York Air Brake	4	No	Fluorescent lights - air conditioned. All cars have hollow axles
6001 - 6200	56	42,200	Clark B-2	17,200	26"	4 WH1432LK	50	55	WH	XDA-1A	B	—	B-2	7.17:1	28"	Clark	2	All except 6101-6102, 6105-6106	Conductor's cab except 6271-6272 6707-08 have 4 WH1432LK motors. 6711 air conditioned#
6201 - 6470	38	43,200	Clark B-2	16,900	26"	4 WH1432LK	50	55	WH	XDA-1D	B	—	B-2	7.17:1	28"	Clark	2	6241-6242	
6471 - 6500	12	41,750	Clark B-2	16,900	26"	4 WH1432LK	50	55	WH	XDA-1D	B	—	B-2	7.17:1	28"	Clark	2	6491-6500	
6511 - 6720	100	44,350f	St. Louis B-3	18,200	26"	4 GE1220F1	50	55	WH	XDA-1E XDA-1G	B	—	B-3	7.17:1	28"	Wabco A2	4	All	
6733 - 6742	4g	44,350	St. Louis B-3	18,200	26"	4 GE1220F1	50	55	WH	XDA-1E	B	—	B-2	7.17:1	28"	Wabco A2	4	All	Conductor's cab
6773 - 6778	4g	43,200	Clark B-2	16,900	26"	4 WH1432LK	50	55	WH	XDA-1D	B	—	B-2	7.17:1	28"	Clark	2	No	
6797 - 6798	2g	41,750	Clark B-2	16,900	26"	4 WH1432LK	50	55	WH	XDA-1D	B	—	B-2	7.17:1	28"	Clark	2	All	
TOTAL	1,211																		

* — Combination which may be trained together
** — (T-Cars equipped with trolley poles - 28, 41)
** — (Pan-Pantograph trolley for Skokie operation)

a — Steel wheels with damping rings on some cars.
b — Aluminum centered wheels on some 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 442 cars have been accepted into service.
e — Steel wheels with damping rings on all cars.
f — 6711 total car weight 47,050 pounds
g — Cars numbered 6733-6798 are re-numbered cars from the 6001-6720 series that have been mismatched.

All passenger cars in service have cab signals.
— Air conditioner deactivated

Data by Maintenance and Engineering Depts. as of Jan. 1, 1986.
Graphics: Street Traffic/Graphics