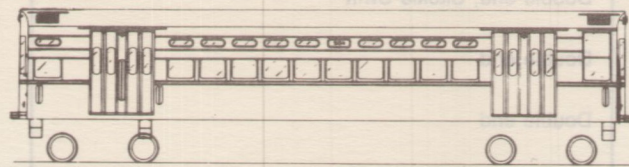


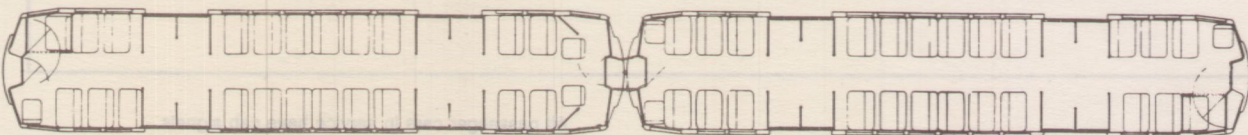
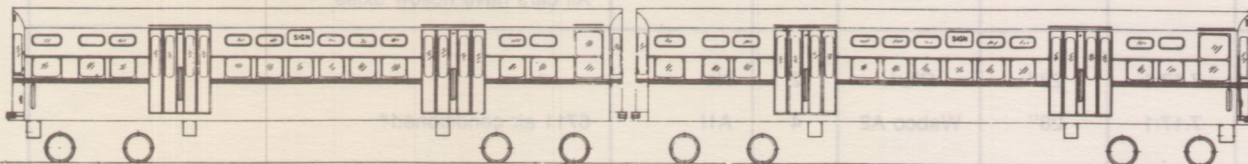
6-50



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

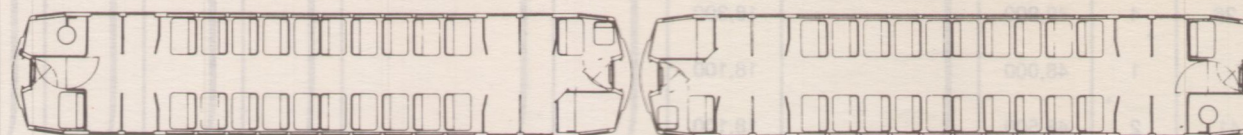
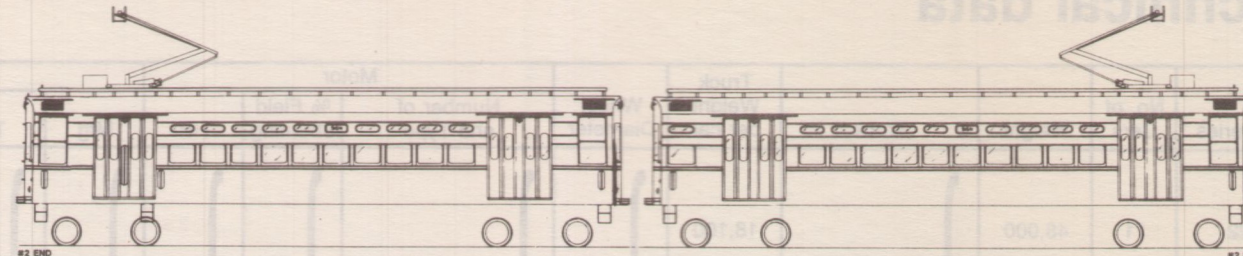
6101-6102 & 6551-6720



SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
6101-6102	ST. LOUIS	1950-51	48'-0"	9'-4"	11'-10"	A-47 B-51
6551-6670		1956-57				A-47 B-51
6671-6720		1959				A-47 B-51

PERMANENTLY COUPLED IN PAIRS
6201-6720 CONVERTED FROM PCC STREETCARS

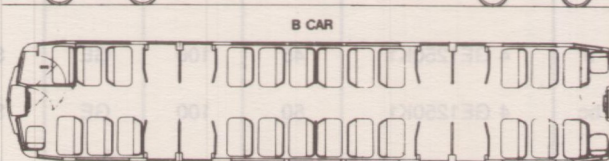
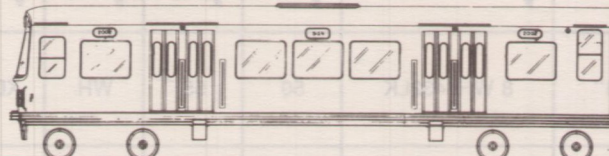
61-64A & B



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

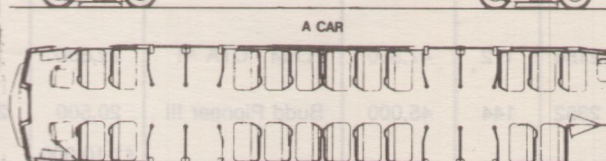
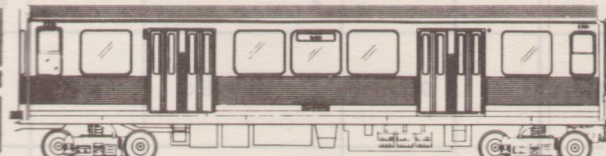
2001-2180



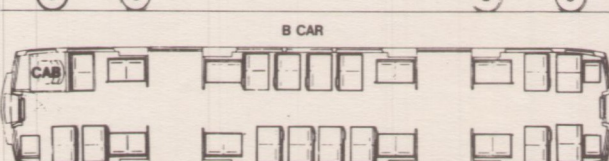
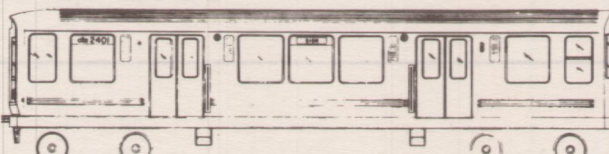
SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2001-2180	PULLMAN	1964	48'-0"	9'-4"	12'-0"	A-47, B-51
2201-2352	BUDD	1969-70				

DIAGRAMS ARE COMBINED TO SAVE SPACE; CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS STARTING WITH 2001-2002

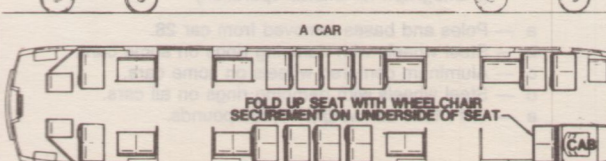
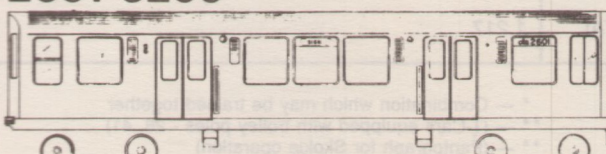
2201-2352



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

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 - 64A&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	172	47,300	LFM - CTA #1	22,850	28" b	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" bc	4 GE1250K1	50	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" bc	4 GE1262A1	50	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	600	54,140	Wegmann	#1-10,620 #2-10,550	28" d	4 GE1262A1	50	110	GE	SCM	A	—	GEGA73B2 or GEGA73B3	6.157:1	none	New York Air Brake	4	No	Fluorescent lights - air conditioned All cars have hollow axles
6101 - 6102	2	42,200	Clark B-2	17,200	26"	4 WH1432LK	50	55	WH	XDA-1A	B	—	B-2	7.17:1	28"	Clark	2	No	6711 air conditioned#
6551 -6720	64	44,350e	St. Louis B-3	18,200	26"	4 GE1220F1 or 4 WH1432LK	50	55	WH	XDA-1E XDA-1G	B	—	B-3	7.17:1	28"	Wabco A2	4	All	
TOTAL	1,217																		

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

a — Poles and bases removed from car 28.
b — Steel wheels with damping rings on some cars.
c — Aluminum centered wheels on some cars.
d — Steel wheels with damping rings on all cars.
e — 6711 total car weight 47,050 pounds.

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

Data by Maintenance and Engineering Depts. as of
November 1, 1989.
Graphics: Street Traffic/Graphics