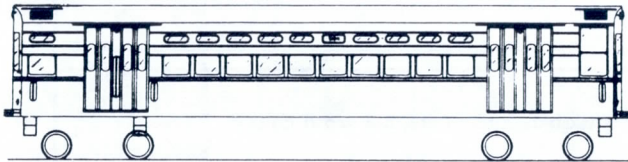


6-50

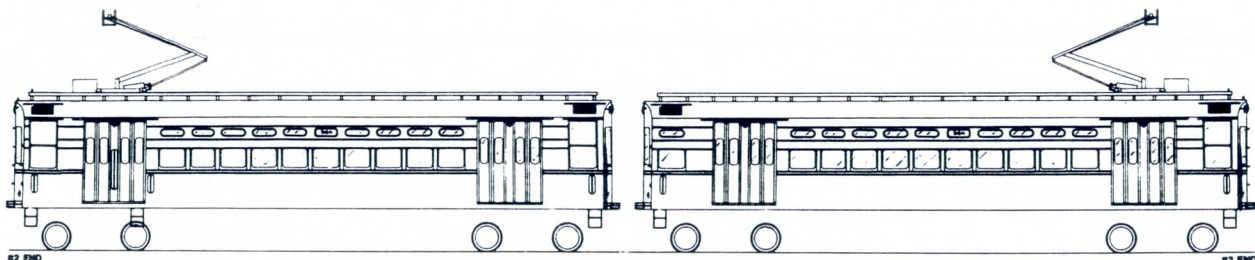


#2 END



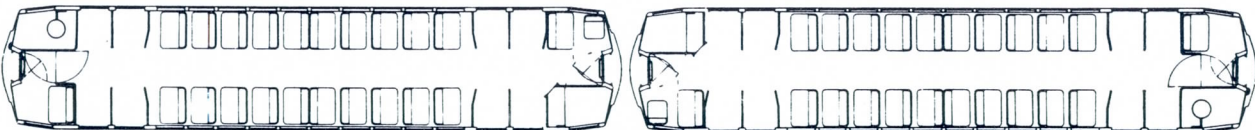
SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
6-50	ST. LOUIS	1959-60*	48'-0"	9'-4"	11'-10"	46
*ADDITIONAL CONDUCTOR LOCATION CARS 13, 17, 33, 35 & 37 — 44 SEATS						
*REBUILT BY MORRISON-KNUDSEN CO. IN 1985						
ALL CARS CONVERTED FROM PCC STREET CARS						

61-65 A&B



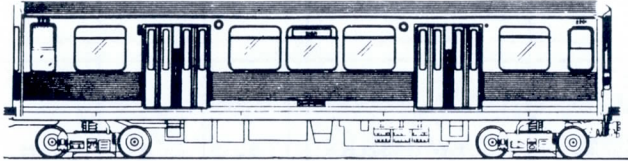
#2 END

#2 END

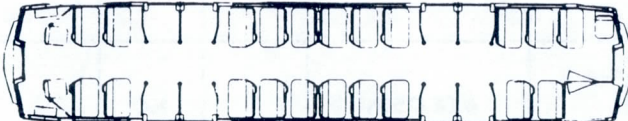


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
61-65 A&B	ST. LOUIS	1959-60*	96'-3"	9'-4"	11'-10"***	90
*REBUILT BY MORRISON-KNUDSEN CO. IN 1985						
**13'6" HEIGHT TO TOP OF LOCKED DOWN PANTOGRAPH - PANTOGRAPHS & ROOF BOARDS REMOVED ON ALL CARS EXCEPT 63 A&B						
ALL CARS CONVERTED FROM PCC STREET CARS						

2201-2352

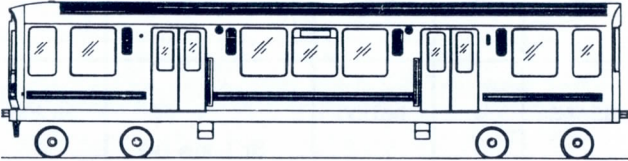


A CAR

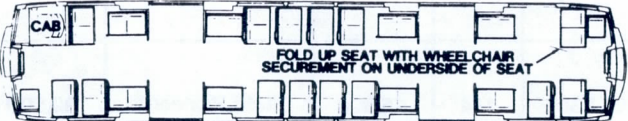


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2201-2352	BUDD	1969-70*	48'-0"	9'-4"	12'-0"	A-47, B-51
CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS						
*REBUILT BY NEW YORK RAIL CAR IN 1990-1992						

2401-2600

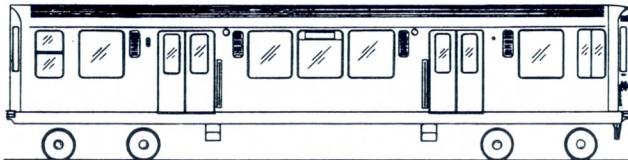


B CAR

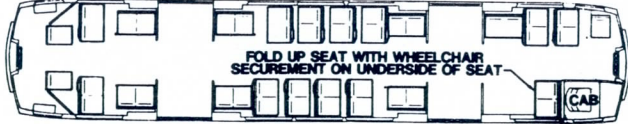


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2401-2600	BOEING- VERTOL	1976- 1978*	48'-0"	9'-4"	12'-0"	A-45 B-47
CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS						
*CARS BEING REHABBED BY SKOKIE SHOP 1987-1995						

2601-3200

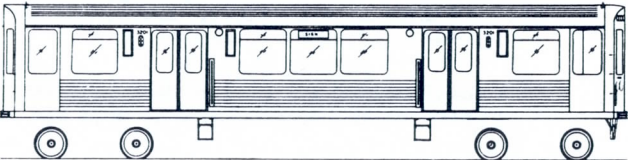


A CAR

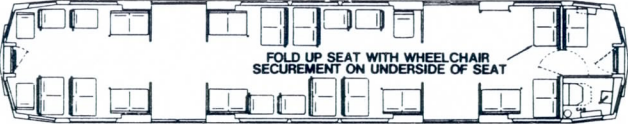


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2601-3200	BUDD	1981- 1987	48'-0"	9'-4"	12'-0"	A-43 B-49
CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS						

3201-3457



ALL CARS



SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
3201-3456 3457	MORRISON KNUDSEN	1992-3 1994	48'-0"	9'-4"	12'-0"*	39
CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS						
*13'-6 1/2" HEIGHT TO TOP OF LOCKED DOWN PANTOGRAPH - CARS 3441-3456						

Technical data

Car Series	No. of Cars	Weight	Truck	Truck Weight per car	Wheel Diameter	Motor			Control				Gear Assembly.		Drive Shaft	Friction Brake	Track Brake	Remarks
						Number of and Type	% Field Shunting	HP	Mfg	Type	Trolley Equipment		Model	Ratio				
6-40	25	48,000	St. Louis B-3	18,100	26"	4 WH1432LK	50	55	WH	XDA-1G	B	—	St. Louis B-3	7.17:1	28"	Wabco A2	4	Double end, except 13-14 17-18 are semi-permanently coupled in pairs
41	1	48,500																
42-50	9	48,000																
61-65A&B	4	96,000	St. Louis B-3	36,200	26"	8 WH1432LK	50	55	WH	XDA-1G	B	—	St. Louis B-3	7.17:1	28"	Wabco A2	8	High-capacity cars, full width cabs High-capacity Skokie Swift car, full width cabs
63A&B	1	99,650		36,600														
2201-2352	144	45,000	Budd Pioneer III	20,500	28" d	4 GE1250K1	50	100	GE	SCM	A	—	GE7GA47C2	6.125:1	24¾"	ASF Simplex	4	Fluorescent lights - air conditioned - hollow axles
2401-2600	194	50,500	Wegmann	#1-10,000 #2-9,600		4 GE1262A1		110					Rockwell CTA 100D or GEGA73B5	6.16:1	none	Wabco		Fluorescent lights - air conditioned - hollow axles
2601-3200	597	54,140	Wegmann	#1-10,620 #2-10,550		4 GE1262A1		110					GEGA73B2 or GEGA73B3	6.157:1	none	New York Air Brake		Fluorescent lights - air conditioned - hollow axles
3201-3440	240	54,290	Duewag	#1-10,570 #2-10,230	28" d	4 GE1262A4	50	110	GE	CCM	A	—	GEGA73B5	6.157:1	none	Wabco	4	Fluorescent lights - air conditioned - hollow axles - full width cabs - passenger intercom
3441-3456	16	56,100																
3457a	1	54,290																
TOTAL	1232																	

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

a - 3457 coupled with 3032 to make 3457-3458
d - Steel wheels with damping rings on all cars.

All passenger cars in service have cab signals.

Data by Maintenance and Engineering Depts. as of
April 12, 1995