

## CHICAGO TRANSIT AUTHORITY

## RAPID TRANSIT SYSTEM

## MOTOR CARS

JUNE 30, 1966

| NO. OF<br>CARS   | CAR NOS.  | BUILDER    | YEAR    | WEIGHT | SEATS<br>"A" "B" | MOTORS   |        |       | CONTROL |         |   |    | REMARKS                                |
|------------------|-----------|------------|---------|--------|------------------|----------|--------|-------|---------|---------|---|----|----------------------------------------|
|                  |           |            |         |        |                  | TYPE     | NO. OF | H. P. | MFG     | TYPE    | * | ** |                                        |
| 2                | 2         | St. Louis  | 1960    | 50,500 | 46               | GE1250K1 | 4      | 100   | GE      | MCM     | X | PT | Double End-Conversion-High Speed       |
| 2                | 3-4       | St. Louis  | 1960    | 48,500 | 46               | WH1454J  | 4      | 100   | WH      | XDA-152 | X | PT | Double End-Conversion-High Speed       |
| 20               | 5-24      | St. Louis  | 1959    | 45,100 | 46               | GE1220F1 | 4      | 55    | WH      | XDA-1G  | X | -  | Double End-Conversion                  |
| 2                | 25-26     | St. Louis  | 1959    | 46,500 | 46               | WH1432LK | 4      | 55    | WH      | XDA-1G  | W | PT | Double End-Conversion                  |
| 2                | 27-28     | St. Louis  | 1959    | 46,000 | 46               | GE1220F1 | 4      | 55    | WH      | XDA-1G  | X | T  | Double End-Conversion                  |
| 2                | 29-30     | St. Louis  | 1959    | 46,500 | 46               | WH1432LK | 4      | 55    | WH      | XDA-1G  | W | PT | Double End-Conversion                  |
| 8                | 31-38     | St. Louis  | 1959    | 44,800 | 46               | GE1220F1 | 4      | 55    | WH      | XDA-52  | X | -  | Double End-Conversion                  |
| 12               | 39-50     | St. Louis  | 1959    | 45,900 | 46               | GE1220F1 | 4      | 55    | WH      | XDA-1G  | X | T  | Double End-Conversion                  |
| 2                | 51-52     | Pullman    | 1947    | 93,800 | 96               | WH1432LK | 8      | 55    | WH      | XDA-1   | W | PT | Articulated 3 Section                  |
| 2                | 53-54     | St. Louis  | 1948    | 91,700 | 96               | WH1432LK | 8      | 55    | WH      | XDA-1A  | W | PT | Articulated 3 Section                  |
| 180              | 2001-2180 | Pullman    | 1964    | 47,400 | 47-51            | GE1250K1 | 4      | 100   | GE      | SCM     | Z | -  | Fluorescent Lights-Air Conditioned     |
| 15               | 4067-4250 | Cincinnati | 1914-16 | 70,000 | 52               | WH567-R1 | 2      | 160   | WH      | 264-S   | Y | -  |                                        |
| 192 <sup>1</sup> | 4251-4455 | Cincinnati | 1922-25 | 76,800 | 52               | WH567-R1 | 2      | 160   | WH      | 480-T   | Y | T  |                                        |
| 126              | 6001-6126 | St. Louis  | 1950    | 41,700 | 47-51            | WH1432LK | 4      | 55    | WH      | XDA-1A  | X | -  | New-6123-26 Equipped For Trolley Oper. |
| 1                | 6127      | St. Louis  | 1950    | 45,700 | 47               | WH1452A  | 4      | 100   | WH      | XDA-2   | X | T  | High Speed-Fluorescent Lights-New      |
| 1                | 6128      | St. Louis  | 1950    | 49,100 | 51               | GE1250D1 | 4      | 100   | WH      | XDA-2   | X | T  | High Speed-Fluorescent Lights-New      |
| 2                | 6129-6130 | St. Louis  | 1950    | 42,900 | 47-51            | GE1247A1 | 4      | 100   | GE      | SCM     | X | T  | Fluorescent Lights-New                 |
| 70               | 6131-6200 | St. Louis  | 1951    | 41,700 | 47-51            | WH1432LK | 4      | 55    | WH      | XDA-1A  | X | -  | New                                    |
| 269              | 6201-6470 | St. Louis  | 1954-55 | 42,700 | 50               | WH1432LK | 4      | 55    | WH      | XDA-1D  | X | -  | Conversion-Conductor's Cab             |
| 16               | 6471-6486 | St. Louis  | 1956    | 41,250 | 47-51            | WH1432LK | 4      | 55    | WH      | XDA-1D  | X | -  | Conversion                             |
| 24               | 6487-6510 | St. Louis  | 1956    | 41,250 | 47-51            | GE1220F1 | 4      | 55    | WH      | XDA-1D  | X | -  | Conversion                             |
| 210              | 6511-6720 | St. Louis  | 1957-59 | 44,350 | 47-51            | GE1220F1 | 4      | 55    | WH      | XDA-1E  | X | -  | Conversion                             |
| 1160             | Total     |            |         |        |                  |          |        |       |         |         |   |    |                                        |

\* - Combinations which may be trained together  
 \*\*T - Cars equipped for trolley operation  
 \*\*PT - Automatic pan trolley for Skokie operation  
 (Car 4 also equipped with pantograph)

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## CHICAGO TRANSIT AUTHORITY

## RAPID TRANSIT SYSTEM

## RAPID TRANSIT EQUIPMENT DATA

JUNE 30, 1966

| NO. OF<br>CARS | CAR NOS.               | TRUCK                            | TRUCK<br>WEIGHT | WHEEL<br>DIA. | GEAR BOX         | GEAR RATIO    | DRIVE SHAFT  | SHUNTING             | FRICTION BRAKE         | TRACK BRAKE  |
|----------------|------------------------|----------------------------------|-----------------|---------------|------------------|---------------|--------------|----------------------|------------------------|--------------|
| 2              | 1-2                    | LFM-CTA #1                       | 23,000          | 28"           | GE7GA47C1        | 6.125:1       | 28-29/32"    | Not Determined       | ASF Simplex            | 4            |
| 2              | 3-4                    | LFM-CTA #2                       | 21,000          | 28"           | WG-75-1          | 5.88:1        | None         | S 69% P 47%          | Wabco Tread            | None         |
| 20             | 5-24                   | St. Louis B-3                    | 18,100          | 26"           | B-3              | 7.17:1        | 28"          | 50%                  | Wabco A-2              | 4            |
| 2              | 25-26                  | St. Louis B-3                    | 18,300          | 26"           | B-3              | 7.17:1        | 28"          | 67%                  | Wabco A-2              | 4            |
| 2              | 27-28                  | St. Louis B-3                    | 18,100          | 26"           | B-3              | 7.17:1        | 28"          | 50%                  | Wabco A-2              | 4            |
| 2              | 29-30                  | St. Louis B-3                    | 18,300          | 26"           | B-3              | 7.17:1        | 28"          | 67%                  | Wabco A-2              | 4            |
| 20             | 31-50                  | St. Louis B-3                    | 18,100          | 26"           | B-3              | 7.17:1        | 28"          | 50%                  | Wabco A-2              | 4            |
| 2              | 51-52                  | Clark Special                    | 37,500          | 28"           | Clark Special    | 7.17:1        | 26-5/8"      | 67%                  | Clark                  | 8            |
| 2              | 53-54                  | St. Louis B-4                    | 37,500          | 28"           | St. Louis B-4    | 6.125:1       | 28"          | 67%                  | Wabco A-2              | 8            |
| 180            | 2001-2180              | LFM-CTA #1                       | 22,950          | 28"           | GE7GA47C1        | 6.125:1       | 28-29/32"    | 45%                  | ASF Simplex            | 4            |
| 207            | 4067-4455<br>4067-4455 | #1 Baldwin 78"<br>#2 Baldwin 66" | 22,300<br>9,300 | 34"<br>31"    | Gear Pan<br>None | 60/17<br>None | None<br>None | Field Tapped<br>None | Air Tread<br>Air Tread | None<br>None |
| 126            | 6001-6126              | Clark B-2                        | 17,200          | 26"           | B-2              | 7.17:1        | 28"          | 50%                  | Clark                  | 2            |
| 1              | 6127                   | Prototype<br>LFM-CTA #1          | 20,700          | 28"           | Dana 7-7         | 5.88:1        | 28"          | S 71% P 48%          | ASF                    | None         |
| 1              | 6128                   | St. Louis B-20                   | 24,100          | 28"           | GE7GA42          | 6.125:1       | 27-9/16"     | Not Determined       | ASF                    | 4            |
| 2              | 6129-6130              | Clark B-2                        | 18,400          | 26"           | B-2              | 7.17:1        | 28"          | Not Determined       | Wabco A-2              | 2            |
| 70             | 6131-6200              | Clark B-2                        | 17,200          | 26"           | B-2              | 7.17:1        | 28"          | 50%                  | Clark                  | 2            |
| 309            | 6201-6510              | Clark B-2                        | 16,900          | 26"           | B-2              | 7.17:1        | 28"          | 50%                  | Clark                  | 2            |
| 210            | 6511-6720              | St. Louis B-3                    | 18,100          | 26"           | B-3              | 7.17:1        | 28"          | 50%                  | Wabco A-2              | 4            |
| 1160           | Total                  |                                  |                 |               |                  |               |              |                      |                        |              |

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## CHICAGO TRANSIT AUTHORITY

## MOTOR BUSES

JUNE 30, 1966

| NO. OF BUSES | SERIES      | DESCRIPTION         | TYPE OF ENGINE   | SEATS | YEAR     | TYPE OF EQUIPMENT AND TYPE OF CONVERTER |                |             | NO. OF BUSES         |
|--------------|-------------|---------------------|------------------|-------|----------|-----------------------------------------|----------------|-------------|----------------------|
|              |             |                     |                  |       |          | TWIN COACH FLXIBLE                      | GENERAL MOTORS | MACK        |                      |
| 150          | 100- 249    | GM-TDH5301          | GM-6V-71         | 50    | 1961     |                                         | 150 D-VH       |             | 150                  |
| 150          | 300- 449    | GM-TDH5301          | GM-6V-71         | 50    | 1962-3   |                                         | 150 D-VH       |             | 150                  |
| 98 91        | 500- 600    | GM-TDH5502          | GM-671           | 55    | 1948     |                                         | 98 D-V6        |             | 98                   |
| 100 91       | 601- 700    | GM-TDH5103          | GM-671           | 51    | 1950-1   |                                         | 100 D-V6       |             | 100                  |
| 5            | 800- 804    | GM-TDH5303          | GM-6V-71         | 50    | 1965     |                                         | 5 D-VH         |             | 5                    |
| 2            | 1170-1204   | GM-TDH4505          | GM-671           | 45    | 1942     |                                         | 2 D-90         |             | 2                    |
| 40 1         | 1205-1399   | GM-TDH4506          | GM-671           | 45    | 1945-6   |                                         | 40 D-90        |             | 40                   |
| 47 34        | 1400-1464   | GM-TDH4507          | GM-671           | 45    | 1947-8   |                                         | 47 D-90*       |             | 47                   |
| 239          | 3000-3238   | Flxible F2D6V401-1  | DD-6V-71         | 50    | 1965     | 239 D-184                               |                |             | 239                  |
| 1            | 3239        | Flxible F2DV8C401-1 | Cummins V8-235   | 50    | 1965     | 1 D-184                                 |                |             | 1                    |
| 5            | 3240-3244   | Flxible F2D6V401-1  | DD-6V-71         | 50    | 1965     | 5 D-184                                 |                |             | 5                    |
| 145 150      | 3300-3449   | Flxible F2D6V351-1  | DD-6V-71N        | 42    | 1966     | 145 D-184                               |                |             | 145                  |
| 488 420      | 5000-5499   | Twin 52S2P          | FTC-200-3        | 51    | 1950-1   | 488 P-916                               |                |             | 488                  |
| 500 497      | 5500-5999   | Twin F2P40          | FTC-200-45       | 50    | 1953-4-5 | 500 P-918                               |                |             | 500                  |
| 4 0          | 6501-6520   | GM-TDH4506          | GM-671           | 45    | 1946     |                                         | 4 D-90         |             | 4                    |
| 1 0          | 6521-6530   | GM-TDH4507          | GM-671           | 45    | 1947     |                                         | 1 D-90         |             | 1                    |
| 23 0         | 6531-6630   | GM-TDH4507          | GM-671           | 45    | 1948     |                                         | 23 D-90        |             | 23                   |
| 100          | 7200-7299   | Mack C-49-P         | EN-510-A         | 49    | 1956-7   |                                         |                | 100 P-183-2 | 100                  |
| 150          | 8000-8149   | Twin FT2P40         | FTC-200-63       | 50    | 1956-7   | 150 P-183-1                             |                |             | 150                  |
| 150          | 8200-8349   | Twin FT2P40         | FTC-200-65       | 50    | 1958-9   | 150 P-183-9                             |                |             | 150                  |
| 99           | 8400-8498   | Twin FT2P35         | FTC-200-67       | 44    | 1959     | 99 P-183-9                              |                |             | 99                   |
| 1            | 8499        | Twin F2DD-40        | TH-570 Roiline   | 48    | 1960     | 1 P-163                                 |                |             | 1                    |
| 100          | 8500-8599   | Twin F2D6V401-1     | DD-6V-71         | 50    | 1961     | 100 D-183                               |                |             | 100                  |
| 50           | 8600-8649   | Twin F2D6V401-1     | DD-6V-71         | 50    | 1961     | 50 D-184                                |                |             | 50                   |
| 1            | 8650        | Twin F2D6V401-1     | DD-6V-71         | 50    | 1962     | 1 D-184                                 |                |             | 1                    |
| 84           | 8700-8783   | Flxible F2P-401-1   | FTC-200-69       | 50    | 1963     | 84 P-184                                |                |             | 84                   |
| 1            | 8784        | Flxible F2P-401-1   | Hercules 590-BHI | 50    | 1963     | 1 P-184                                 |                |             | 1                    |
| 64           | 8785-8848   | Flxible F2P-401-1   | FTC-200-69       | 50    | 1963     | 64 P-184                                |                |             | 64                   |
| 1            | 8849        | Flxible F2P-401-1   | GMC 637 Prop.    | 50    | 1963     | 1 P-184                                 |                |             | 1                    |
| 2,799        | T O T A L S |                     |                  |       |          | 541 DH<br>1538 PH                       | 620 DH         | 100 PH      | 1,161 DH<br>1,638 PH |

Bus numbers authorized to be scrapped are not included in this tabulation.

CODE FOR TYPE OF EQUIPMENT:

D - Diesel      H - Hydraulic  
P - Propane\* 1434 & 1460 have V6  
°° These buses are air conditioned

|      |      |      |      |      |      |
|------|------|------|------|------|------|
| 517  | 1437 | 5374 | 6552 | 6586 | 6622 |
| 569  | 1440 | 6508 | 6555 | 6587 | 6628 |
| 1184 | 1452 | 6510 | 6556 | 6589 | 6630 |
| 1226 | 1453 | 6511 | 6557 | 6590 |      |
| 1255 | 1459 | 6513 | 6560 | 6595 |      |
| 1388 | 1461 | 6528 | 6561 | 6599 |      |
| 1412 | 5128 | 6536 | 6563 | 6601 |      |
| 1420 | 5272 | 6537 | 6564 | 6612 |      |
| 1430 | 5279 | 6538 | 6571 | 6618 |      |
| 1433 | 5359 | 6544 | 6583 | 6621 |      |

## CHICAGO TRANSIT AUTHORITY

## TROLLEY BUSES

JUNE 30, 1966

| NO. OF<br>BUSES | SERIES    | BUILDER               | SEATS         | YEAR    | TYPE OF EQUIPMENT       |           |           |                       | NO. OF<br>BUSES |
|-----------------|-----------|-----------------------|---------------|---------|-------------------------|-----------|-----------|-----------------------|-----------------|
|                 |           |                       |               |         | A.C.F.                  | PULLMAN   | ST. LOUIS | MARMON-<br>HERRINGTON |                 |
| 12<br>94 76     | 9203-9322 | A.C.F. Brill          | 44            | 1948    | 94                      |           |           |                       | 94              |
| 26 16           | 9323-9367 | Pullman               | 44            | 1948    |                         | 26        |           |                       | 26              |
| 33 27           | 9368-9412 | St. Louis             | 44            | 1948    |                         |           | 33        |                       | 33              |
| 331             | 9413-9761 | Marmon-<br>Herrington | 49            | 1951-2  |                         |           |           | 331                   | 331             |
| 454<br>484      | TOTALS    |                       |               |         | 94                      | 26        | 33        | 331                   | 484             |
|                 |           |                       | Type of Motor | WH-1442 | GE-1213J3               | GE-1213J3 | GE-1213J3 |                       |                 |
|                 |           |                       |               |         | 1 Motor, Dynamic Brakes |           |           |                       |                 |

Bus numbers authorized to be scrapped are not included in this tabulation.

|      |      |      |      |
|------|------|------|------|
| 9210 | 9334 | 9371 | 9398 |
| 9220 | 9339 | 9373 | 9406 |
| 9257 | 9341 | 9381 | 9447 |
| 9288 | 9360 | 9383 | 9459 |
| 9324 | 9368 | 9394 |      |

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