

CHICAGO TRANSIT AUTHORITY

RAPID TRANSIT SYSTEM

MOTOR CARS

JUNE 30, 1969

NO. OF CARS	CAR NOS.	BUILDER	YEAR	WEIGHT	SEATS "A" "B"	MOTORS			CONTROL			***	REMARKS
						NO. OF AND TYPE	% FIELD SHUNTING	H.P.	MFG	TYPE	*		
2	1-2	St. Louis	1960	54,140	46	4GE1250K1	65	100	GE	SPM	A	PT	Double End-Conversion - High Speed
1	3	St. Louis	1960	53,000	46	4WH1454J	64	100	WH	WCC-440	B	T	Double End-Conversion - High Speed
1	4	St. Louis	1960	50,000	46	4WH1454J	S69, P47	100	WH	XDA-152	X	T	Double End-Conversion - High Speed
18	5-22	St. Louis	1959	45,100	46	4GE1220F1	50	55	WH	XDA-1G	X	-	Double End-Conversion
4	23-26	St. Louis	1959	46,500	46	4WH1432LK	63	55	WH	XDA-1G	W	PT	Double End-Conversion
2	27-28	St. Louis	1959	46,000	46	4GE1220F1	50	55	WH	XDA-1G	X	T	Double End-Conversion
2	29-30	St. Louis	1959	46,500	46	4WH1432LK	63	55	WH	XDA-1G	W	PT	Double End-Conversion
8	31-38	St. Louis	1959	44,800	46	4GE1220F1	50	55	WH	XDA-52	X	-	Double End-Conversion
12	39-50	St. Louis	1959	45,900	46	4GE1220F1	50	55	WH	XDA-1G	X	T	Double End-Conversion
2	51-52	Pullman	1947	93,800	96	8WH1432LK	60	55	WH	XDA-1	W	PT	Articulated 3 Section
2	53-54	St. Louis	1948	91,700	96	8WH1432LK	50	55	WH	XDA-1A	W	PT	Articulated 3 Section
180	2001-2180	Pullman	1964	47,400	47-51	4GE1250K1	45	100	GE	SCM	Z	-	Fluorescent Lights-Air Conditioned
15	4067-4250	Cincinnati	1914-16	70,000	52	2WH567-R1	#	160	WH	264-S	Y	-	
190	4251-4455	Cincinnati	1922-25	76,800	52	2WH567-R1	#	160	WH	480-T	Y	T	
126	6001-6126	St. Louis	1950-51	41,700	47-51	4WH1432LK	50	55	WH	XDA-1A	X	-	New
1	6127	St. Louis	1951	45,700	47	4WH1452A	S60, P40	100	WH	XDA-2	X	T	High Speed-Fluorescent Lights - New
1	6128	St. Louis	1951	49,100	51	4GE1250D1	S60, P40	100	WH	XDA-2	X	T	High Speed-Fluorescent Lights - New
2	6129-6130	St. Louis	1951	42,900	47-51	4GE1247A1	S68	100	GE	SCM	X	T	Fluorescent Lights - New
70	6131-6200	St. Louis	1951	41,700	47-51	4WH1432LK	50	55	WH	XDA-1A	X	-	New
266	6201-6470	St. Louis	1954-55	42,700	50	4WH1432LK	50	55	WH	XDA-1D	X	-	Conversion-Conductor's Cab
12	6471-6482	St. Louis	1956	41,250	47-51	4WH1432LK	50	55	WH	XDA-1D	X	-	Conversion
28	6483-6510	St. Louis	1956	41,250	47-51	4GE1220F1	50	55	WH	XDA-1D	X	-	Conversion
210	6511-6720	St. Louis	1957-59	44,350	47-51	4GE1220F1	50	55	WH	XDA-1E	X	-	Conversion +
2	6721-6722	St. Louis	1954-55	42,700	47-51	4GE1220F1	50	55	WH	XDA-1D	X	-	Conversion
1157	Total												

* - Combinations which may be trained together

** - (T - Cars equipped for trolley operation

*** - (PT- Automatic pan trolley for Skokie operation

Car 24 equipped with pantograph

- Field Tapped

+ - 6711 Air Conditioned Total Car Weight 46,800

CHICAGO TRANSIT AUTHORITY

RAPID TRANSIT SYSTEM

RAPID TRANSIT EQUIPMENT DATA

JUNE 30, 1969

NO. OF CARS	CAR NOS.	TRUCK	TRUCK WEIGHT	WHEEL DIA.	GEAR ASSEMBLY		DRIVE SHAFT	FRICTION BRAKE	TRACK BRAKE
					MODEL	RATIO			
2	1-2	LFM-CTA #1	23,000	28"	GE7GA47C1	6.125:1	28-29/32"	ASF Simplex	4
1	3	LFM-CTA #2	22,800	28"	WGB-75-1	5.88:1	None	Westinghouse Electro-Hydraulic	4
1	4	LFM-CTA #2	22,600	28"	WG-75-1	5.88:1	None	Warner Electric	4
18	5-22	St. Louis B-3	18,100	26"	B-3	7.17:1	28"	Wabco A-2	4
4	23-26	St. Louis B-3	18,300	26"	B-3	7.17:1	28"	Wabco A-2	4
2	27-28	St. Louis B-3	18,100	26"	B-3	7.17:1	28"	Wabco A-2	4
2	29-30	St. Louis B-3	18,300	26"	B-3	7.17:1	28"	Wabco A-2	4
20	31-50	St. Louis B-3	18,100	26"	B-3	7.17:1	28"	Wabco A-2	4
2	51-52	Clark Special	37,500	28"	Clark Special	7.17:1	26-5/8"	Clark	8
2	53-54	St. Louis B-4	37,500	28"	St. Louis B-4	6.125:1	28"	Wabco A-2	8
180	2001-2180	LFM-CTA #1	22,950	28"	GE7GA47C1	6.125:1	28-29/32"	ASF Simplex	4
205	4067-4455	#1 Baldwin 78"	22,300	34"	Gear Pan	60/17	None	Air Tread	None
	4067-4455	#2 Baldwin 66"	9,300	31"	None	None	None	Air Tread	None
126	6001-6126	Clark B-2	17,200	26"	B-2	7.17:1	28"	Clark	2
1	6127	Prototype LFM-CTA #1	20,700	28"	Dana 7-7	5.88:1	28"	ASF	None
1	6128	St. Louis B-20	24,100	28"	GE7GA42	6.125:1	27-9/16"	ASF	4
2	6129-6130	Clark B-2	18,400	26"	B-2	7.17:1	28"	Clark	2
70	6131-6200	Clark B-2	17,200	26"	B-2	7.17:1	28"	Clark	2
306	6201-6510	Clark B-2	16,900	26"	B-2	7.17:1	28"	Clark	2
210	6511-6720	St. Louis B-3	18,100	26"	B-3	7.17:1	28"	Wabco A-2	4
2	6721-6722	Clark B-2	16,900	26"	B-2	7.17:1	28"	Clark	2
1157	Total								

CHICAGO TRANSIT AUTHORITY

MOTOR BUSES

JUNE 30, 1969

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
7	500- 600	GM-TDH5502	GM-671	55	1948		7 D-V6		7
96	601- 700	GM-TDH5103	GM-671	51	1950-1		96 D-V6		96
** 5	800- 804	GM-TDH5303	GM-6V-71	50	1965		5 D-VH		5
22	1400-1464	GM-TDH4507	GM-671	45	1947-8		22 D-90		22
237	3000-3238	Flxible F2D6V401-1	DD-6V-71	50	1965	237 D-184			237
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
150	3300-3449	Flxible F2D6V351-1	DD-6V-71N	42	1966	150 D-184			150
195	3500-3694	Flxible F2D6V-401-1	DD-6V-71	50	1966-7	195 D-184			195
5	3695-3699	Flxible F2DV8C-401-1	Cummins V8E-235	50	1967	5 D-184			5
30	3700-3729	Flxible F2D6VT-401-1	DD-6V-71N	50	1969		30 D-VH9		30
146	3730-3875	Flxible F2D6VT-401-1	DD-6V-71N	50	1968		146 D-VH9		146
379	5000-5499	Twin 52S2P	FTC-200-3	51	1950-1	379 P-916			379
492	5500-5999	Twin FT2P-40	FTC-200-45	50	1953-4-5	492 P-918			492
1	6531-6630	GM-TDH4507	GM-671	45	1948		1 D-90		1
95	7200-7299	Mack C-49-P	EN-510-A	49	1956-7			95 P-183-2	95
150	8000-8149	Twin FT2P-40	FTC-200-63	50	1956-7	150 P-183-1			150
150	8200-8349	Twin FT2P-40	FTC-200-65	50	1958-9	150 P-183-9			150
99	8400-8498	Twin FT2P-35	FTC-200-67	44	1959	99 P-183-9			99
1	8499	Twin F2DD-40	DD-6V-71	48	1960	1 D-184			1
100	8500-8599	Twin F2D6V401	DD-6V-71	50	1961	100 D-183			100
50	8600-8649	Twin F2D6V401	DD-6V-71	50	1961	50 D-184			50
1	8650-	Twin F2D6V401	DD-6V-71	50	1962	1 D-184			1
149	8700-8848	Flxible F2P-401	FTC-200-69	50	1963	149 P-184			149
1	8849	Flxible F2P-401	GMC-V8-637 Prop.	50	1963	1 P-184			1
2867	T O T A L S					745 DH	607 DH		1352 DH
						1420 PH		95 PH	1515 PH

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

500	527	548	573	591	1278	1463	5171	5318	5695
501	530	549	577	593	1283	3150	5178	5343	7226
502	531	550	580	596	1400	3153	5203	5358	7232
507	535	554	581	597	1401	5082	5208	5372	7236
508	536	556	584	617	1403	5115	5216	5397	7249
515	537	557	585	624	1418	5138	5252	5432	
520	539	566	587	644	1426	5142	5299	5433	
523	541	567	589	1260	1434	5151	5312	5434	
525	546	571	590	1261	1462	5152	5317	5481	

CODE FOR TYPE OF EQUIPMENT

D - Diesel H - Hydraulic
P - Propane

** These buses are air conditioned.

S & E Dept.

CHICAGO TRANSIT AUTHORITY

TROLLEY BUSES

JUNE 30, 1969

NO. OF BUSES	SERIES	BUILDER	SEATS	YEAR	TYPE OF EQUIPMENT				NO. OF BUSES
					A.C.F.	PULLMAN	ST. LOUIS	MARMON - HERRINGTON	
13	9203-9322	A.C.F. Brill	45	1948	13				13
1	9323-9367	Pullman	45	1948		1			1
1	9368-9412	St. Louis	44	1948			1		1
328	9413-9761	Marmon - Herrington	49	1951-2				328	328
343	T O T A L S				13	1	1	328	343
			Type of Motor	WH-1442F1A GE-1213J3 GE-1213J3 GE-1213J3					
					1 Motor, Dynamic Brakes				

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

9209	9262	9298	9362	9387
9211	9264	9299	9369	9393
9214	9268	9321	9370	9396
9215	9272	9322	9375	9392
9225	9276	9323	9377	9408
9246	9281	9325	9378	9482
9255	9284	9335	9379	
9256	9286	9340	9380	
9259	9292	9346	9382	
9260	9297	9347	9385	