

CHICAGO TRANSIT AUTHORITY
SHOPS AND EQUIPMENT DEPARTMENT

JANUARY 1, 1972

MOTOR CARS

No. of Cars	Car Nos.	Builder	Year	Weight	Seats "A" "B"	MOTORS			CONTROL				Remarks
						No. of and Type	% Field Shunting	H.P.	Mfg.	Type	*	**	
1	1	St. Louis	1960	54,140	46	4GE1250K1	65	100	GE	SPM	A	T	Double End-Conversion - High Speed
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	PT	Double End-Conversion - High Speed
1	4	St. Louis	1960	50,000	46	4GE1250K1	S69,P47	100	WH	XDA-152	X	PT	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	50	55	WH	XDA-1G	X	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	50	55	WH	XDA-1G	X	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	50	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
150	2201-2350	Budd	1969-70	45,000	47-51	4GE1250K1	60	100	GE	SCM	Z	-	Fluorescent Lights-Air Conditioned
111	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
1213	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 47,050.
- ++ - 6671-6720 have XDA-1G.
- W - Must not be trained in service because of door controls.

CHICAGO TRANSIT AUTHORITY RAPID TRANSIT SYSTEM RAPID TRANSIT EQUIPMENT DATA

JANUARY 1972

[illegible]

JANUARY 1, 1972

MOTOR BUS DATA SHEET

No. of Buses	Series	Series Code	Mfgr. & Model No.	Year Received	Length (Inches)	Width (Inches)	Weight (Pounds)	Seating Capacity	Fuel		Governor Speed (MPH)	Axle Ratio	Steering
									Type	Tank Capacity			
150	100- 249	01	GM-TDH5301	1961	479	101-3/4	20,400	50	D	86	45-50	5-1/7 to 1	Power
150	300- 449	03	GM-TDH5301	1962-3	480-1/2	101-3/4	20,700	50	D	86	45-50	5-1/7 to 1	Power
58	601- 700	05	GM-TDH5103	1950-1	477	103-1/2	19,100	51	D	82	45-50	5-1/6 to 1	Manual
**5	800- 804	08	GM-TDH5303	1965	480-1/2	101-3/4	21,870	50	D	120	60-65	5-1/7 to 1	Power
237	3000-3238	30	FLX F2D6V401-1	1965	483-1/8	102	21,230	50	D	86	45-50	5-4/7 to 1***	Power
1	3239	30	FLX F2DV8C401-1	1965	483-1/8	102	21,590	50	D	120	45-50	4-5/8 to 1	Power
**5	3240-3244	32	FLX F2D6V401-1	1965	483-1/8	102	23,520	50	D	120	60-65	2-speed 4.00-5.51	Power
150	3300-3449	33	FLX F2D6V351-1	1966	421-15/16	102	20,158	42	D	125	45-50	5.57 to 1	Power
195	3500-3694	35	FLX F2D6V401-1	1966-7	482-7/8	102	21,030	50	D	125	45-50	5-4/7 to 1	Power
5	3695-3699	35	FLX F2DV8C401-1	1967	482-7/8	102	21,030	50	D	125	65	4-5/8 to 1***	Power
30	3700-3729	37	FLX FD6VT401-1	1969	480-15/16	96	20,440	50	D	125	45-50	5-1/7 to 1	Power
146	3730-3875	37	FLX F2D6VT401-1	1968-9	480-15/16	102	20,694	50	D	125	45-50	5-1/7 to 1	Power
232	5000-5499	50	FLX 52S2P	1950-1	482	102	18,500	51	P	104	45-50	6-5/6 to 1	Manual
481	5500-5999	55	FLX FT2P-40	1953-4-5	480	102	21,057	50	P	104	45-50	6-5/6 to 1	Manual
61	7200-7299	72	MACK C-49PGT	1956-7	473-1/2	102	22,975	49	P	125	45-50	5-3/8 to 1	Power
150	8000-8149	80	FLX FT2P-40	1956-7	480	102	21,310	50	P	125	45-50	6-5/6 to 1	Manual
150	8200-8349	82	FLX FT2P-40	1958-9	480	102	21,750	50	P	125	45-50	6-5/6 to 1	Power
98	8400-8498	84	FLX FT2P-35	1959	421-3/4	102	20,780	44	P	125	45-50	6-5/6 to 1	Power
1	8499	84	FLX F2DD-40	1960	480	102	23,060	48	D	120	45-50	5-4/7 to 1	Power
100	8500-8599	85	FLX F2D6V401	1961	483	102	21,300	50	D	85	45-50	5-4/7 to 1	Power
51	8600-8650	85	FLX F2D6V401	1961-2	483	102	21,300	50	D	85	45-50	5-4/7 to 1	Power
149	8700-8848	87	FLX F2P-401	1963	483-1/8	102	21,130	50	P	141	45-50	6-5/6 to 1	Power
1	8849	87	FLX F2P-401	1963	483-1/8	102	22,000	50	P	141	45-50	5-4/7 to 1	Power
2606	TOTAL	1322 Propane Buses 1284 Diesel Buses											

** These buses are Air Conditioned.

*** Axle Ratio with Cummins is 4-5/8 to 1, with GM-6V-71 is 5-4/7 to 1.

TROLLEY BUS DATA SHEET

No. of Buses	Series	Series Code	Mfgr.	Year Received	Length (Inches)	Width (Inches)	Weight (Pounds)	Seating Capacity	Motor Mfgr. and Number	Rear Axle Ratio	Control Mfgr. Type
261	9413-9761	94	Marmon-Harrington	1951-2	478-1/2	102	20,340	49	GE-1213J3	11.58:1	G.E.-MRC

CHICAGO TRANSIT AUTHORITY
SHOPS AND EQUIPMENT DEPARTMENT
MOTOR BUS DATA SHEET

JANUARY 1, 1972

No. of Buses	Series	Series Code	ENGINE DATA				TRANSMISSION		Charging System Mfr.	Amps. Output	Suspension
			Mfr. & Model No.	Horsepower RPM	Displacement	Compression Ratio	Mfr.	Model No.			
150	100- 249	01	GM-6V-71 N°	173 @ 2000°	425.6 cu. in.	18.7 to 1°	Allison	VH	Delco Remy	220	Air Ride
150	300- 449	03	GM-6V-71 N°	173 @ 2000°	425.6 cu. in.	18.7 to 1°	Allison	VH	Delco Remy	220	Air Ride
58	601- 700	05	GM-671	200 @ 1800	425.6 cu. in.	16.0 to 1	Allison	V DR.	Delco Remy	120	Spring
**5	800- 804	08	6V-71 N°	173 @ 2000°	425.6 cu. in.	18.7 to 1°	Allison	VH-9	Delco Remy	300	Air Ride
237	3000-3238	30	GM-6V-71 N°	176 @ 2100°	425.6 cu. in.	18.7 to 1°	Spicer	184	Delco Remy	300	Air Ride
1	3239	30	Cummins V8-E235****	210 @ 2500	785.0 cu. in.	15.7 to 1	Spicer	184	Delco Remy	300	Air Ride
**5	3240-3244	32	GM-6V-71 N°	211 @ 2100°	425.6 cu. in.	18.7 to 1°	Spicer	184	Delco Remy	300	Air Ride
150	3300-3449	33	GM-6V-71 N	176 @ 2100	425.6 cu. in.	18.7 to 1	Spicer	184	Delco Remy	300	Air Ride
195	3500-3694	35	GM-6V-71 N	176 @ 2100	425.6 cu. in.	18.7 to 1	Spicer	184	Delco Remy	300	Air Ride
5	3695-3699	35	Cummins V8-E235****	210 @ 2500	785.0 cu. in.	16.3 to 1	Spicer	184	Delco Remy	300	Air Ride
30	3700-3729	37	DD-6V-71 N	173 @ 2000	425.6 cu. in.	18.7 to 1	Allison	VH-9	Delco Remy	300	Air Ride
146	3730-3875	37	DD-6V-71 N	173 @ 2000	425.6 cu. in.	18.7 to 1	Allison	VH-9	Delco Remy	300	Air Ride
232	5000-5499	50	FTC-200-3	200 @ 2800	451.0 cu. in.	*	Spicer	916	Delco Remy	120	Torsilastic
481	5500-5999	55	FTC-200-45	200 @ 2800	451.0 cu. in.	*	Spicer	918	Leece Neville	100	Torsilastic
61	7200-7299	72	EN-510A	175 @ 2400	510.0 cu. in.	9.48 to 1	Spicer	183	Delco Remy	120	Air Ride
150	8000-8149	80	FTC-200-63	200 @ 2800	451.0 cu. in.	*	Spicer	183	Leece Neville	100	Torsilastic#
150	8200-8349	82	FTC-200-65	200 @ 2800	451.0 cu. in.	*	Spicer	183	Leece Neville	100	Air Ride
98	8400-8498	84	FTC-200-67	200 @ 2800	451.0 cu. in.	*	Spicer	183	Leece Neville	100	Air Ride
1	8499	84	DD-6V-71 N°	210 @ 2100°	425.6 cu. in.	18.7 to 1°	Spicer	184	Delco Remy	220	Air Ride
100	8500-8599	85	DD-6V-71 N°	176 @ 2100°	425.6 cu. in.	18.7 to 1°	Spicer	183	Delco Remy	220	Air Ride
51	8600-8650	85	DD-6V-71 N°	176 @ 2100°	425.6 cu. in.	18.7 to 1°	Spicer	184	Delco Remy	220	Air Ride
149	8700-8848	87	FTC-200-69	163 @ 2400	451.0 cu. in.	*	Spicer	184	Delco Remy	220	Air Ride
1	8849	87	GMC-V8-637	250 @ 2400	637.0 cu. in.	7.5 to 1	Spicer	184	Delco Remy	220	Air Ride
2606	TOTAL	1322 Propane Buses 1284 Diesel Buses									

* 8.9 to 9.3 depending on cylinder head used.

** These buses are Air Conditioned.

**** Cummins Engines are being converted to GM-6V-71N
3697 has been converted.

Bus 8070 has air ride suspension.

° Engines being rebuilt for these buses since 5-13-68, have been rebuilt to the "N" type.

TROLLEY BUS DATA SHEET

No. of Buses	Series	Series Code	Motor H.P.	Voltage (Volts) D.C.	Brakes	Height (Inches) (Poles Down)	Suspension	Steering	Rear Door
261	9413-9761	94	140	600	Dynamic/Air	123-1/2	Springs	Manual	Treadle