

CHICAGO TRANSIT AUTHORITY
SHOPS AND EQUIPMENT DEPARTMENT

JANUARY 7 1973

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
80	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
264	6201-6470	St. Louis	1954-55	42,700	50	4WH1432LK	50	55	WH	XDA-1D	X	-	Conversion-Conductor's Cab
16	6471-6486	St. Louis	1956	41,250	47-51	4WH1432LK	50	55	WH	XDA-1D	X	-	Conversion
24	6487-6510	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
1,180	TOTAL												

* - Combinations which may be trained together.
 ** - (T - Cars equipped for trolley operation).
 *** - (PT - Automatic pan trolley for Skokie operation).

- 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

JANUARY 1, 1973

[illegible]

CHICAGO TRANSIT AUTHORITY
SHOPS AND EQUIPMENT DEPARTMENT
MOTOR BUS DATA SHEET

JANUARY 1, 1973

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
**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
**524	1000-1524	10	GM-TDH5307A	1972	480*	101-3/4	22,955	50	D	125	45-50	5-4/7 to 1	Power
238	3000-3239	30	FLX F2D6V401-1	1965	483-1/8	102	21,230	50	D	86	45-50	5-4/7 to 1	Power
**5	3240-3244	32	FLX F2D6V401-1	1965	483-1/8	102	23,520	50	D	120	60-65	4.00-5.51 2-speed	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
200	3500-3699	35	FLX F2D6V401-1	1966-7	482-7/8	102	21,030	50	D	125	45-50	5-4/7 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
248	5500-5999	55	FLX FT2P-40	1953-4-5	480	102	21,057	50	P	104	45-50	6-5/6 to 1	Manual
146	8000-8149	80	FLX FT2P-40	1956-7	480	102	21,310	50	P	125	45-50	6-5/6 to 1	Manual
148	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

2,540

TOTAL

790 Propane Buses
1,750 Diesel Buses
* 486 with water bumper
** These buses are Air Conditioned

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
220	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, 1973

No. of Buses	Series	Series Code	ENGINE DATA				TRANSMISSION		Charging System Mfgr.	Amps. Output	Suspension
			Mfgr. & Model No.	Horsepower RPM	Displacement	Compression Ratio	Mfgr.	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
**5	800- 804	08	6V-71 N°	192 @ 2000°	425.6 cu. in.	18.7 to 1°	Allison	VH-9	Delco Remy	300	Air Ride
**524	1000-1524	10	GM-8V-71 N°	239 @ 2000	567.0 cu. in.	18.7 to 1°	Allison	VS-1	Delco Remy	300	Air Ride
238	3000-3239	30	GM-6V-71 N°	176 @ 2100°	425.6 cu. in.	18.7 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
200	3500-3699	35	GM-6V-71 N°	176 @ 2100	425.6 cu. in.	18.7 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
248	5500-5999	55	FTC-200-45	200 @ 2800	451.0 cu. in.	*	Spicer	918	Leece Neville	100	Torsilastic
146	8000-8149	80	FTC-200-63	200 @ 2800	451.0 cu. in.	*	Spicer	183	Leece Neville	100	Torsilastic #
148	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
2,540	TOTAL	790 Propane Buses 1,750 Diesel Buses									

* 8.9 to 9.3 depending on cylinder head used.
** These buses are Air Conditioned.

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
220	9413-9761	94	140	600	Dynamic/Air	123-1/2	Springs	Manual	Treadle