

CHICAGO TRANSIT AUTHORITY
VEHICLE MAINTENANCE

MARCH 1, 1974

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
69	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	-	6707-08 have 4 WH1432LK motors Conversion +
2	6721-6722	St. Louis	1954-55	42,700	47-51	4GE1220F1	50	55	WH	XDA-1D	X	-	Conversion
1,179	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
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MARCH 1, 1974

RAIL VEHICLE EQUIPMENT DATA

					GEAR ASSEMBLY				
No. of Cars	Car Nos.	Truck	Truck Weight	Wheel Dia.	Model	Ratio	Drive Shaft	Friction Brake	Track Brake
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 #1	23,000	28"	GE7GA47C1	6.125:1	28-29/32"	ASF Simplex	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
150	2201-2350	Budd Pioneer III	20,500	28"*	GE7GA47C2	6.125:1	24-3/4"	ASF Simplex	4
80	4251-4455	#1 Baldwin 78" #2 Baldwin 66"	22,300 9,300	34" 31"	Gear Pin None	60/17 None	None None	Air Tread Air Tread	None 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
69	6131-6200	Clark B-2	17,200	26"	B-2	7.17:1	28"	Clark	2
304	6201-6510	Clark B-2	16,900	26"	B-2	7.17:1	28"	Clark	2
210	6511-6720	St. Louis B-3	18,200	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
1,179	TOTAL	*Aluminum Centered Wheels							

Prepared by:
E. J. Evans

CHICAGO TRANSIT AUTHORITY
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MARCH 1, 1974

MOTOR BUS DATA SHEET

No. of Buses	Series	Series Code	Mfgr. & Model No.	Year Received	Length (Inches)	Width (Inches)	Weight (Inches)	Seating Capacity	Fuel		Governor Speed (MPH)	Axle Ratio	Steering
									Type	Tank Capacity			
**5	1- 5	05	GM-TDH5303	1965	480-1/2	101-3/4	21,870	50	D	120	60-65	5-1/7 to 1	Power
**4	6- 9	06	GM-TDH5307A	1972	480*	101-3/4	22,955	50	D	125	40-45	5-4/7 to 1	Power
**5	21- 25	07	GM-TDH5307A	1972	480*	101-3/4	22,955	50	D	125	45-50	5-4/7 to 1	Power
7	26- 32	07	FLX F2D6V351-1	1966	421-15/16	102	20,158	42	D	125	45-50	5.57 to 1	Power
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
516	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
143	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
**495	7400-7894	74	GM-TDH5307A	1973-4	480	101-3/4	22,907	50	D	125	45-50	5-4/7 to 1	Power
**47	7895-7944	74	GM-TDH5307A	1973-4	480	101-3/4	22,907	50	D	125	50-55	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

150 Propane Buses
2,292 Diesel Buses
* 486 (Inches) with water bumper
** These buses are Air-Conditioned

The following 215 Propane Buses have been removed from revenue service and are stored at Lawndale Bus Garage and South Shops.

No. of Buses

Series

1

0

9

10- 20

66

8000-8149

79

8200-8349

60

8400-8499

Total

215

2,442 TOTAL

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MOTOR BUS DATA SHEET

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.			
**5	1- 5	05	6V-71 N°	173 @ 2000°	425.6 cu. in.	18.7 to 1°	Allison	VH-9	Delco Remy	300	Air Ride
**4	6- 9	06	GM-8V-71 N°	239 @ 2000	567.0 cu. in.	18.7 to 1°	Allison	VS-1	Delco Remy	300	Air Ride
**5	21- 25	07	GM-8V-71 N°	239 @ 2000	567.0 cu. in.	18.7 to 1°	Allison	VS-1	Delco Remy	300	Air Ride
7	26- 32	07	GM-6V-71 N°	176 @ 2100	425.6 cu. in.	18.7 to 1°	Spicer	184	Delco Remy	300	Air Ride
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
**516	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 @ 2000°	425.6 cu. in.	18.7 to 1°	Spicer	184	Delco Remy	300	Air Ride
143	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
**495	7400-7894	74	GM-8V-71 N°	239 @ 2000	567.0 cu. in.	18.7 to 1°	Allison	VS-1	Delco Remy	300	Air Ride
**47	7895-7944	74	GM-8V-71 N°	239 @ 2000	567.0 cu. in.	18.7 to 1°	Allison	VS-1	Delco Remy	300	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
2,442	TOTAL		150 Propane Buses 2,292 Diesel Buses								

Prepared by
E. J. Evans

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

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