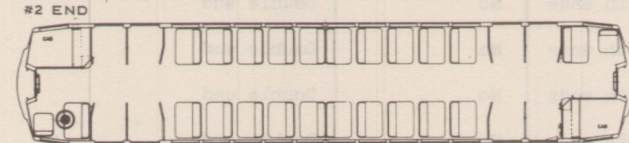
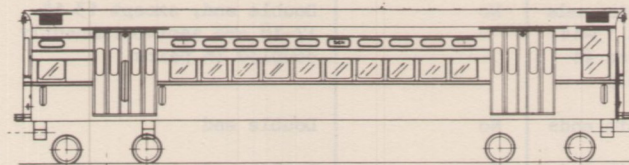


5-50

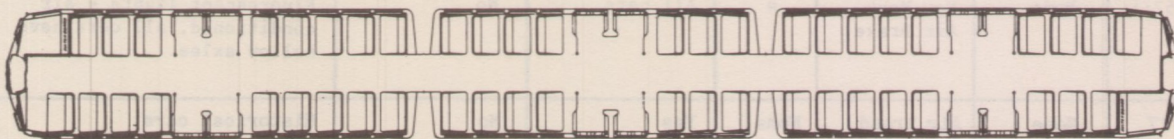
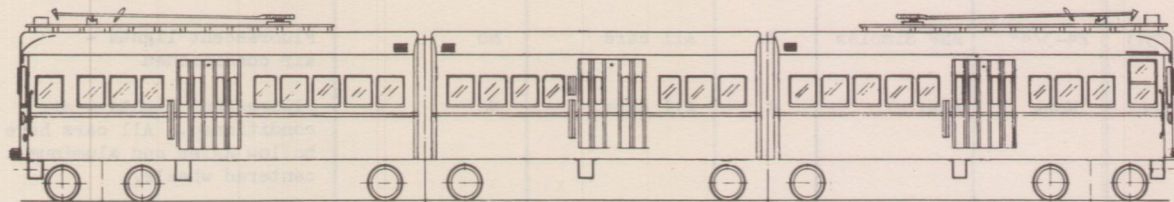
*As of April 1, 1981



| SERIES | BUILDER | YEAR | LENGTH | WIDTH | HEIGHT (ROOF) | SEATS |
|--------|-----------|---------|--------|-------|---------------|-------|
| 5-50 | ST. LOUIS | 1959-60 | 48'-0" | 9'-4" | 11'-10" | 46 |

⊙ ADDITIONAL CONDUCTOR LOCATION CARS 5-21, 31-37 ODD NUMBERS
ALL CARS CONVERTED FROM PCC STREET CARS

51-54

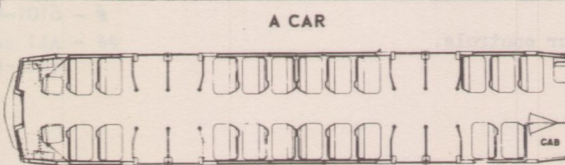
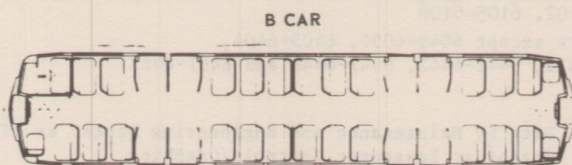
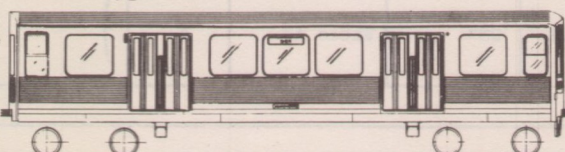
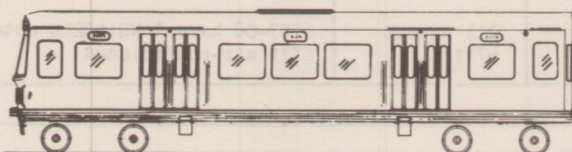


| SERIES | BUILDER | YEAR | LENGTH | WIDTH | HEIGHT (ROOF) | SEATS |
|----------------|----------------------|--------------|---------|-------|---------------|-------|
| 51-52 53-54 | PULLMAN ST. LOUIS | 1947 1948 | 88'-7½" | 9'-4" | 12'-2" | 96 |

EACH THREE COMPARTMENT CAR HAS ONE NUMBER

2001-2180

2201-2350

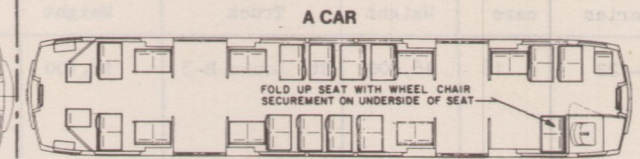
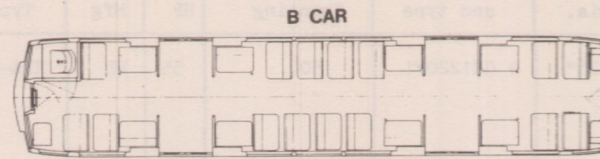
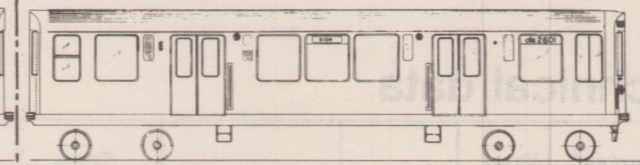
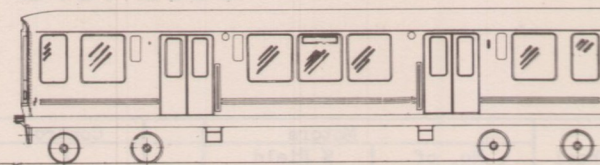


| SERIES | BUILDER | YEAR | LENGTH | WIDTH | HEIGHT (ROOF) | SEATS |
|------------------------|-----------------|-----------------|--------|-------|---------------|------------|
| 2001-2180 2201-2350 | PULLMAN BUDD | 1964 1969-70 | 48'-0" | 9'-4" | 12'-0" | A-47, B-51 |

DIAGRAMS ARE COMBINED TO SAVE SPACE; CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS STARTING WITH 2001-2002

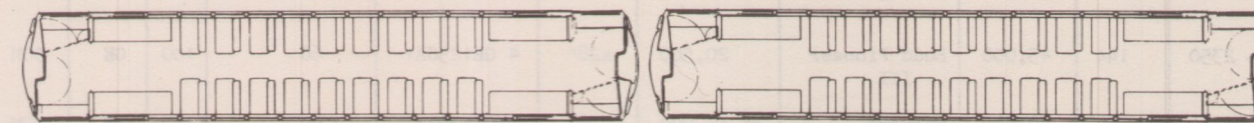
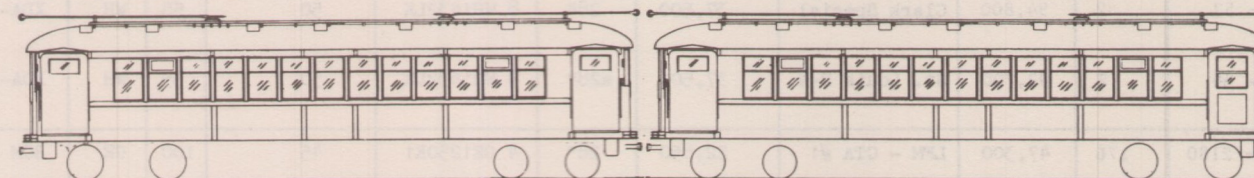
2401-2600

2601-2900



| SERIES | BUILDER | YEAR | LENGTH | WIDTH | HEIGHT (ROOF) | SEATS |
|-----------|-------------------|---------------|--------|-------|---------------|--------------|
| 2401-2600 | BOEING- VERTOL | 1976- 1978 | 48'-0" | 9'-4" | 12'-0" | A-45 B-49 |
| 2601-2900 | BUDD | 1981- 1984 | | | | A-43 B-49 |

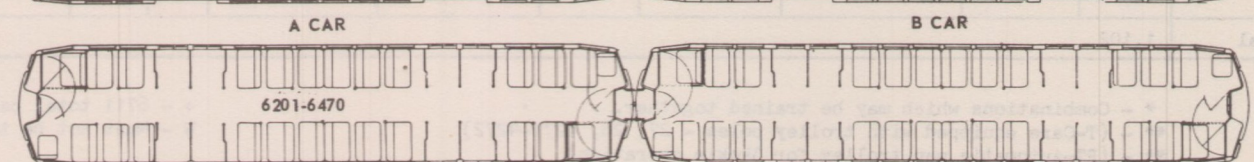
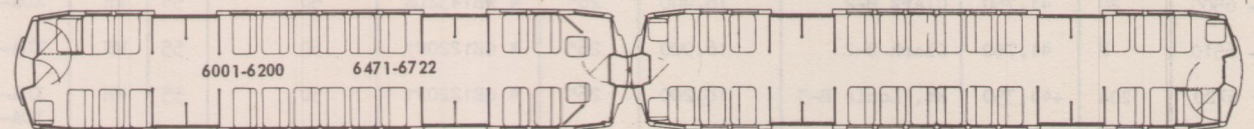
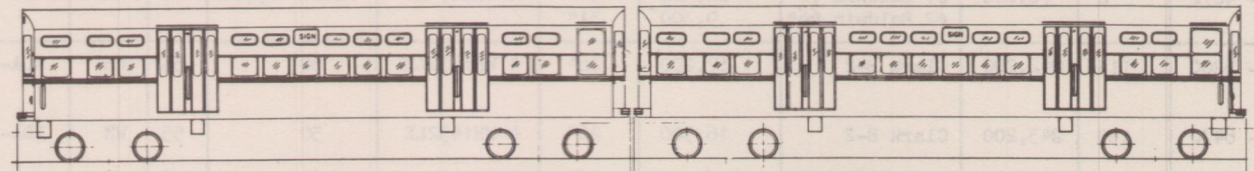
4271-4272



| SERIES | BUILDER | YEAR | LENGTH | WIDTH | HEIGHT (ROOF) | SEATS |
|-----------|------------|------|--------|-------------|---------------|-------|
| 4271-4272 | CINCINNATI | 1923 | 48'-0" | 8'-10 7/16" | 12'-3½" | 52 |

HISTORICAL CARS

6001-6720



| SERIES | BUILDER | YEAR | LENGTH | WIDTH | HEIGHT (ROOF) | SEATS |
|-----------|-----------|---------|--------|-------|---------------|--------------|
| 6001-6200 | ST. LOUIS | 1950-51 | 48'-0" | 9'-4" | 11'-10" | A-47 B-51 |
| 6201-6470 | | 1954-55 | | | | A-50 B-50 |
| 6471-6670 | | 1956-57 | | | | A-47 B-51 |
| 6671-6720 | | 1959 | | | | A-47 B-51 |

PERMANENTLY COUPLED IN PAIRS
6201-6720 CONVERTED FROM PCC STREET CARS

fold out →

See other side for technical information

Technical data

| Car series/ sub-series | No. of cars | Weight | Truck | Truck Weight | Wheel Dia. | Motors | | Control | | | | Gear assembly | | Drive shaft | Friction brake | Track brake | ATC | Window guards | Remarks | | |
|---------------------------|----------------|---------|----------------------------------|------------------------|---------------|--------------------|---------------------|---------|-----|------------------|---|---------------|----------------------|----------------|-------------------|------------------------|--------------|--|--------------------|---|--|
| | | | | | | No. of and type | % Field Shunting | HP | Mfg | Type | * | ** | Model | | | | | | | Ratio | |
| 5 - 22 | 18 | 46,000 | St. Louis B-3 | 18,100 | 26" | 4 GE1220F1 | 50 | 55 | WH | XDA-1G | X | - | B - 3 | 7.17:1 | 28" | Wabco A2 | 4 | Yes, both ends except 13-14, 17-18 on #1 end only | No | Double end, except 13-14 17-18 are semi-permanently coupled in pairs | |
| 23 - 26 | 4 | 47,400 | St. Louis B-3 | 18,300 | 26" | 4 WH1432LK | 50 | 55 | WH | XDA-1G | X | PT | B - 3 | 7.17:1 | 28" | Wabco A2 | 4 | Yes, both ends | No | Double end | |
| 27 - 28 | 2 | 46,900 | St. Louis B-3 | 18,100 | 26" | 4 GE1220F1 | 50 | 55 | WH | XDA-1G | X | T | B - 3 | 7.17:1 | 28" | Wabco A2 | 4 | Yes, both ends | No | Double end | |
| 29 - 30 | 2 | 47,400 | St. Louis B-3 | 18,300 | 26" | 4 WH1432LK | 50 | 55 | WH | XDA-1G | X | PT | B - 3 | 7.17:1 | 28" | Wabco A2 | 4 | Yes, both ends | No | Double end | |
| 31 - 38 | 8 | 45,700 | St. Louis B-3 | 18,100 | 26" | 4 GE1220F1 | 50 | 55 | WH | XDA-52 | X | - | B - 3 | 7.17:1 | 28" | Wabco A2 | 4 | Yes, both ends | No | Double end | |
| 39 - 50 | 12 | 46,800 | St. Louis B-3 | 18,100 | 26" | 4 GE1220F1 | 50 | 55 | WH | XDA-1G | X | ST | B - 3 | 7.17:1 | 28" | Wabco A2 | 4 | Yes, both ends | No | Double end | |
| 51 - 52 | 2 | 94,800 | Clark Special | 37,500 | 28" | 8 WH1432LK | 50 | 55 | WH | XDA-1 | W | PT | Clark Special | 7.17:1 | 26-5/8" | Clark | 8 | Yes | No | Articulated, 3 section | |
| 53 - 54 | 2 | 92,700 | St. Louis B-4 | 37,500 | a28" | 8 WH1432LK | 50 | 55 | WH | XDA-1A | W | PT | St. Louis B-4 | 6.125:1 | 28" | Wabco A2 | 8 | Yes | No | Articulated, 3 section | |
| 2001 - 2180 | 176 | 47,300 | LFM - CTA #1 | 22,850 | 28" | 4 GE1250K1 | 45 | 100 | GE | SCM | Z | - | GE7GA47C1 | 6.125:1 | 28-29/32" | ASF Simplex | 4 | All cars | No | Fluorescent lights - air conditioned. | |
| 2201 - 2350 | 144 | 45,000 | Budd Pioneer III | 20,500 | a28" | 4 GE1250K1 | 60 | 100 | GE | SCM | Z | - | GE7GA47C2 | 6.125:1 | 24-3/4" | ASF Simplex | 4 | All cars | No | Fluorescent lights - air conditioned | |
| 2401 - 2600 | 194 | 50,500 | Wegmann | #1 10,000 #2 9,600 | 28" | 4 GE1262A1 | 60 | 110 | GE | SCM | Z | - | Rockwell CTA 100D | 6.16:1 | None | Abex | 4 | All cars | No | Fluorescent lights - air conditioned. All cars have hollow axles and aluminum centered wheels. | |
| 2601 - 2900 | b(300) | 54,300 | Wegmann | #1 10,450 #2 10,400 | c28" | 4GE1262A1 | 60 | 110 | GE | SCM | Z | - | GEGA73B1 | 6.157:1 | None | New York Air Brake | 4 | All cars | No | Fluorescent lights - air conditioned. All cars have hollow axles. | |
| 4271 - 4272 | 2 | 76,800 | #1 Baldwin 78" #2 Baldwin 66" | 22,300 9,300 | 34" 31" | 2 WH567-R1 | Field tapped | 160 | WH | 480-T | Y | T | Gear pan None | 60/17 None | None None | Air tread Air tread | None None | Yes | No | Historical cars | |
| 6001 - 6200 | 116 | @42,200 | Clark B-2 | 17,200 | 26" | 4 WH1432LK | 50 | 55 | WH | XDA-1A | X | - | B - 2 | 7.17:1 | 28" | Clark | 2 | } #See below ##See below | #See below | Conductor's cab except 6271-6272 | |
| 6201 - 6470 | 188 | @43,200 | Clark B-2 | 16,900 | 26" | 4 WH1432LK | 50 | 55 | WH | XDA-1D | X | - | B - 2 | 7.17:1 | 28" | Clark | 2 | | 6241-6242 | | |
| 6471 - 6500 | 20 | 41,750 | Clark B-2 | 16,900 | 26" | 4 WH1432LK | 50 | 55 | WH | XDA-1D | X | - | B - 2 | 7.17:1 | 28" | Clark | 2 | | 6491-6500 | | |
| 6501 - 6510 | 8 | 41,750 | Clark B-2 | 16,900 | 26" | 4 GE1220F1 | 50 | 55 | WH | XDA-1D | X | - | B - 2 | 7.17:1 | 28" | Clark | 2 | | All | | |
| 6511 - 6720 | 204 | +44,350 | St. Louis B-3 | 18,200 | 26" | 4 GE1220F1 | 50 | 55 | WH | XDA-1E XDA-1G | X | - | B - 3 | 7.17:1 | 28" | Wabco A2 | 4 | | All except 6711 | | 6707-08 have 4 WH1432LK motors 6711 air-conditioned |
| Total | 1,102 | | | | | | | | | | | | | | | | | | | | |

* - Combinations which may be trained together.
 ** - (T-Cars equipped with trolley poles - 27, 28, 4271-4272)
 ** - (PT-Automatic pan trolley for Skokie operation)
 ** - (ST-Cars equipped with both sleet scraper and trolley poles - 39, 42)
 @ - For cars without ATC subtract 500 pounds.
 a - Aluminum centered wheels on certain cars.
 b - Total does not include these 300 cars. Currently only one 2 car prototype unit has been delivered.
 c - Steel wheels with damping rings on all cars.

+ - 6711 total car weight 47,050 pounds.
 W - Must not be trained in service because of door controls.

- 6101-6102, 6105-6106
 ## - All cars except 6049-6050, 6403-6404, 6421-6422, 6441-6442, 6447-6448 and 6461-6462.

Data by Maintenance and Engineering Depts. as of 4-1-81
 Graphics: Passenger Controls/Graphics

| YEAR | BUILDER | SERIES | SEAT |
|------|---------|---------|------------|
| 1984 | PULLMAN | 501-510 | A-47, B-81 |
| 1984 | BUDD | 501-520 | A-47, B-81 |
| 1984 | PULLMAN | 501-530 | A-47, B-81 |
| 1984 | BUDD | 501-540 | A-47, B-81 |
| 1984 | PULLMAN | 501-550 | A-47, B-81 |
| 1984 | BUDD | 501-560 | A-47, B-81 |
| 1984 | PULLMAN | 501-570 | A-47, B-81 |
| 1984 | BUDD | 501-580 | A-47, B-81 |
| 1984 | PULLMAN | 501-590 | A-47, B-81 |
| 1984 | BUDD | 501-600 | A-47, B-81 |

| YEAR | BUILDER | SERIES | SEAT |
|------|---------|---------|------------|
| 1984 | PULLMAN | 501-510 | A-47, B-81 |
| 1984 | BUDD | 501-520 | A-47, B-81 |
| 1984 | PULLMAN | 501-530 | A-47, B-81 |
| 1984 | BUDD | 501-540 | A-47, B-81 |
| 1984 | PULLMAN | 501-550 | A-47, B-81 |
| 1984 | BUDD | 501-560 | A-47, B-81 |
| 1984 | PULLMAN | 501-570 | A-47, B-81 |
| 1984 | BUDD | 501-580 | A-47, B-81 |
| 1984 | PULLMAN | 501-590 | A-47, B-81 |
| 1984 | BUDD | 501-600 | A-47, B-81 |