

# Chicago Transit Authority

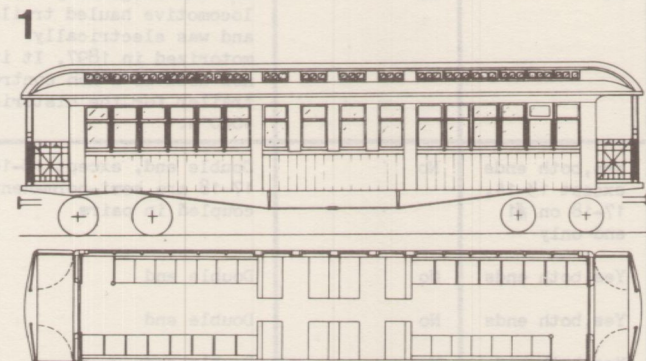
General Operations Division

Operations Planning Department

# Rail system

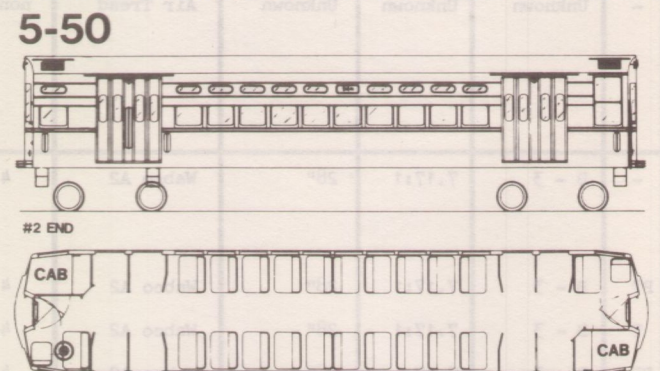
OP-y82419  
supersedes OP-y81083

Passenger cars 10-8-82 JWH



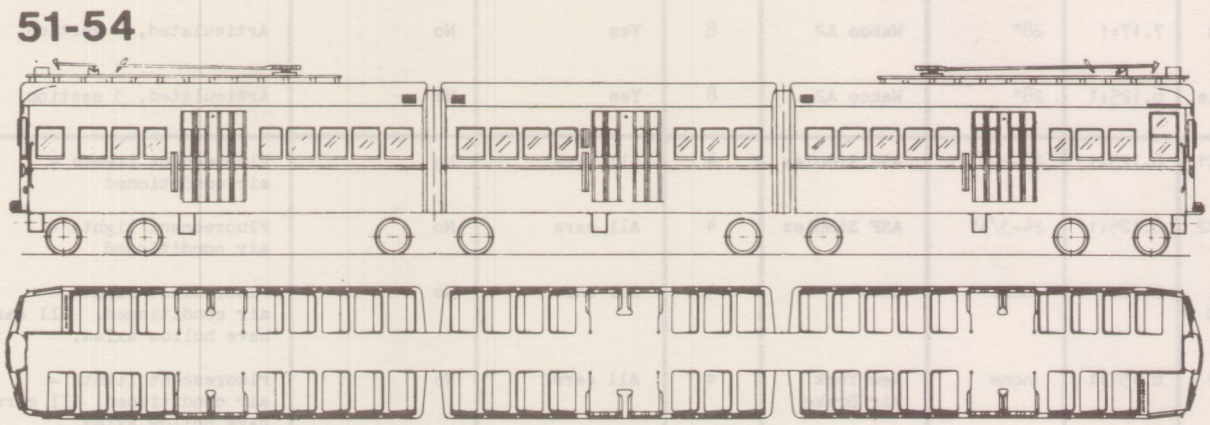
SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
1	JACKSON & SHARP	1892	46'-0"	8'-7 1/4"	12'-10"	48

Historical car.



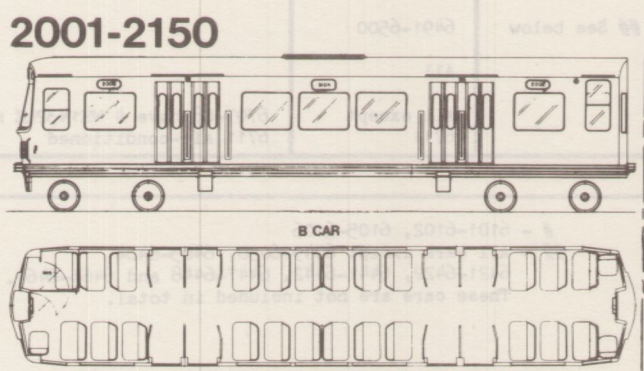
SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
5-50	ST. LOUIS	1959-60	48'-0"	9'-4"	11'-10"	46

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

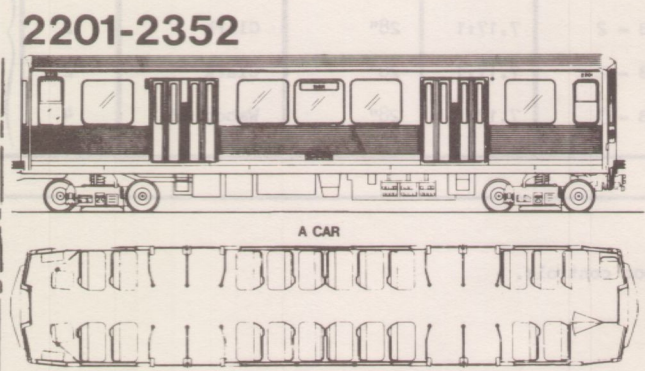


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
51-52	PULLMAN	1947	88'-7 1/2"	9'-4"	12'-2"	96
53-54	ST. LOUIS	1948				

EACH THREE COMPARTMENT CAR HAS ONE NUMBER

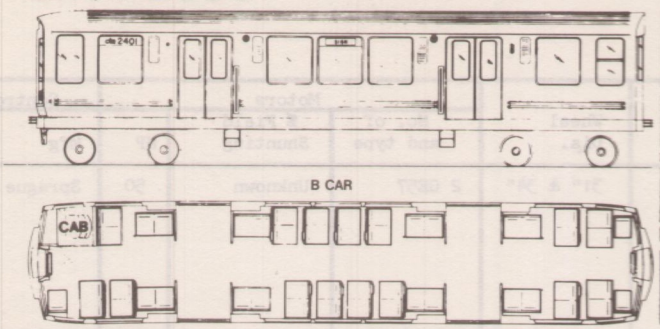


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2001-2180	PULLMAN	1964	48'-0"	9'-4"	12'-0"	A-47, B-51
2201-2352	BUDD	1969-70				



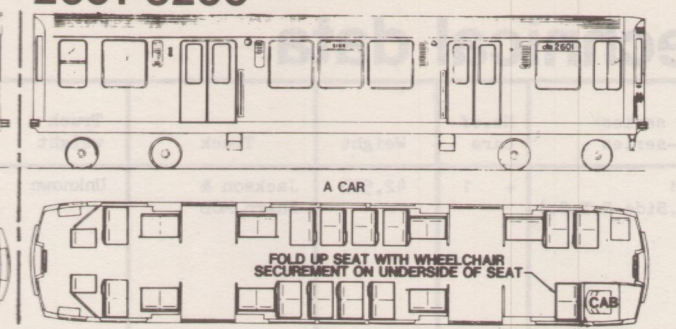
DIAGRAMS ARE COMBINED TO SAVE SPACE; CARS ARE PERMANENTLY COUPLED IN CONSECUTIVELY NUMBERED PAIRS STARTING WITH 2001-2002

## 2401-2600

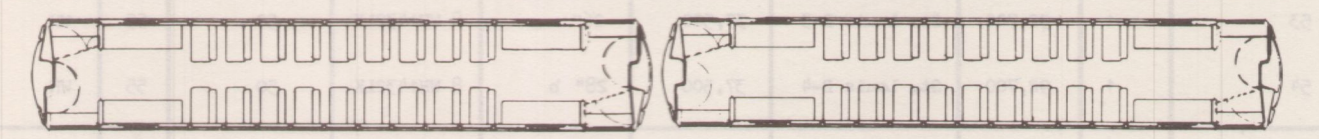
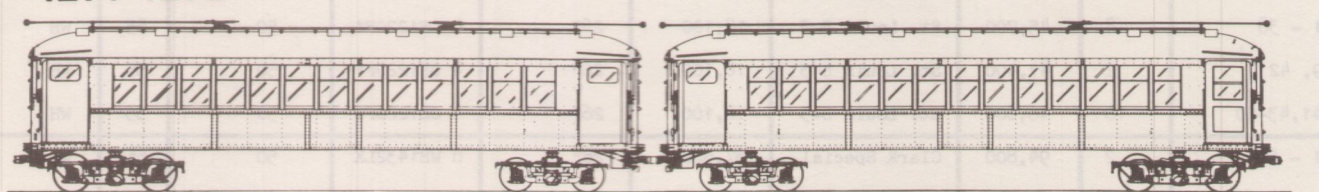


SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
2401-2600	BOEING- VERTOL	1976- 1978	48'-0"	9'-4"	12'-0"	A-45 B-49
2601-3200	BUDD	1981- 1987				A-43 B-49

## 2601-3200



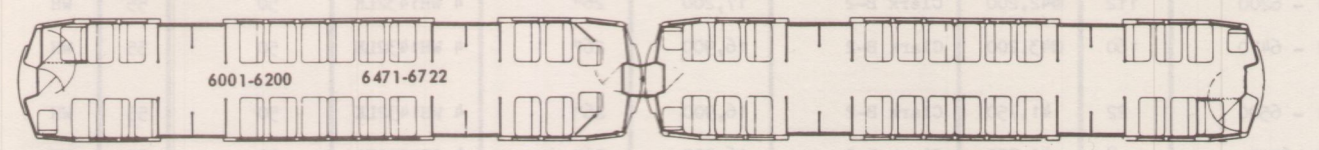
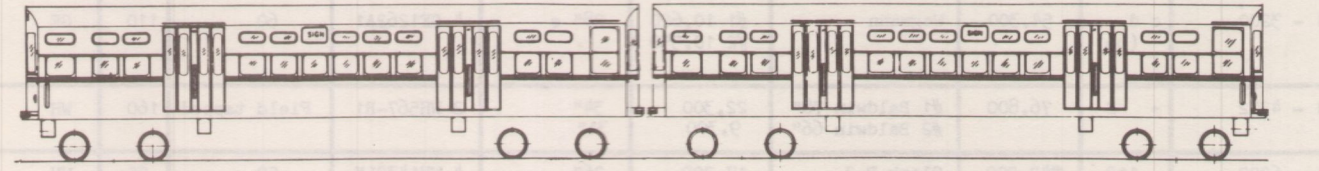
## 4271-4272



SERIES	BUILDER	YEAR	LENGTH	WIDTH	HEIGHT (ROOF)	SEATS
4271-4272	CINCINNATI	1923	48'-0"	8'-10 7/16"	12'-3 1/2"	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

# 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						
1 (So.Side R.T.C.)	+ 1	42,500	Jackson & Sharp MCB	Unknown	31" & 34"	2 GE57	Unknown	50	Sprague	K-3 $\phi$	Y	-	Unknown	Unknown	Unknown	Air Tread	none	No	No	Car was originally a steam locomotive hauled trailer and was electrically motorized in 1897. It is now used as a non control trailer for the historical 4000's.
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-52a	X	-	B - 3	7.17:1	28"	Wabco A2	4	Yes, both ends	No	Double end
39, 42	2	47,400	St. Louis B-3	18,100	26"	4 GE1220F1	50	55	WH	XDA-1G	X	PT	B - 3	7.17:1	28"	Wabco A2	4	Yes, both ends	No	Double end
40-41, 43-50	10	46,800	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	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	1	92,700	St. Louis B-3	37,500	26"	8 WH1432LK	50	55	WH	XDA-1A	W	PT	St. Louis B-3	7.17:1	28"	Wabco A2	8	Yes	No	Articulated, 3 section
54	1	92,700	St. Louis B-4	37,500	28" b	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	LPM - 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 - 2352	144	45,000	Budd Pioneer III	20,500	28" b	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" b	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.
2601 - 3200	c d (66)	54,300	Wegmann	#1 10,620 #2 10,550	28" e	4 GE1262A1	60	110	GE	SCM	Z	-	GEGA73B2	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	112	@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	} Conductor's cab except 6271-6272
6201 - 6470	160	@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	22	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	198	++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	
Total	1,130f																			

$\phi$  - Electric propulsion system not operational.  
 \* - Combinations which may be trained together.  
 \*\* - (T-Cars equipped with trolley poles - 27, 28, 4271-4272)  
 \*\* - (PT-Automatic pan trolley for Skokie operation)  
 @ - For cars without ATC subtract 500 pounds.

+ - Historical cars not included in total.  
 ++ - 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. These cars are not included in total.

a - Car 37 has XDA-1G accelerator.  
 b - Aluminum centered wheels on certain cars.  
 c - Car deliveries will continue into 1987 with approximately 120 cars per year delivered for a total of 600 cars.  
 d - At the present time 66 cars have been accepted into service.  
 e - Steel wheels with damping rings on all cars.  
 f - The fleet is currently being enlarged to 1200 cars to accommodate the additional cars required for the O'Hare Extension.

Data by Maintenance and Engineering Depts. as of 9-22-82  
 Graphics: Passenger Controls/Graphics