# Complete Roster of Equipment of the CHICAGO SURFACE LINES



INCLUDING ITS COMPONENTS

CHICAGO RAILWAYS COMPANY.
CHICAGO CITY RAILWAY COMPANY.
CALUMET AND SOUTH CHICAGO RAILWAY COMPANY
THE SOUTHERN STREET RAILWAY COMPANY.

Compiled by JOHN J. BROWN and CHARLES A. BROWN

Notes on Motors, Control, and Trucks by JAMES E. COLEMAN and ROBERT E. JOHNSON

With a special historical supplement listing the rolling stock for cable and electric motor service on the principal underlying street railway properties of Chicago, compiled by JOHN J. BROWN

from data furnished by

CHICAGO SURFACE LINES

and the

BOARD OF SUPERVISING ENGINEERS

(Makeup & Layout by George Krambles and Allan Victor)

Bulletin No. 27

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ROSTER OF PASSENGER SQUIRMENT OF THE CHICAGO BURFACE LINES INCLIDING ALL TYPES CEPTATED SINCE 1915, WITH HISTORICAL REFERENCES TO ORIGINAL OWNERS & NUMBERS



Explanatory notes pertaining to column headings, symbols and abbreviations used in this roster, together with receptualistion of pertinent data will be found on the next page.

ROUP	NO. CAR	BUILT	BLDR	CAPY	LENGTH	WIDTH	HEIGHT	WEIGHT	MOTORS	CONTROL	TRUCKS	EXCEPTIONS AND REMARKS
ICAGO RAT	LWAYS CO			_								
101-700	553	1905-9	F	40	49124	8191	11/8*	54,000	4ge216	k35a	bp 150	116,139,159,162,164,165,168,169,179,189,198,212,226,266,316,332,371,376,387,404-406,408,420,438,454,456,457,466 466,408,471,476,502,516,519,524,539,564,576,583,590,598,599,508,656, ret Jan. 26, 1922. 268 ret Feb. 14, 1938 505 buikheads removed, seate 54-53 cars this series 49'8' long. 501-610 with k35kk control, line breaker, air doors and had couplers until 1936 for pulling trailers. 204 rebuilt with arch roof, no buikheads, indirect lighting, self lapping air and field shunts. 511-520 with self lapping air and field shunts. 621-625 with self lapping air and two turn motors for increased top speed.
701-750 751-1100	50 350	1909	X P	40	46'0"	819*	11'8"	52,500	489319b	k35 k35g	bp 150 bp 150	
101-1423	219	1904-7		36	41'0"	8'7"	11'6"	47,000	4g680a	k28	•	E04 rebuilt with arch roof, air doore, seate 50, no bulkheads. 942,946,959,968,970,974 rebuilt with arch roof and have 53 seats 1101-2 made car 4000. 1103-05,08,09,11,12,14,16-24,30-34,36,36-41,45,46-50,52,54,55,58-56,62-65,68,76-77,79-82 84-94,96,97,99, 1200,02,21,30,46,51-65,67-69, ret & replaced by 50 F02 care 1936. 1128,128,1327,1342,1377, 1265 ret F26. 14, 1938. 1211 ret Jan 30, 1939. 1398-1423 one man. Next group to be retired: 1135, 44,57, 1210,70,774,61,84,90,94,96,1318,26,30,36,41,49,56,39,1447. Number series prior to 1911: 4626-4950. Entire group ret 1936. Original numbers prior to 1911 in series 4626-4950.
424-1428 429-1505 506-1720 721-1785 800-1999 000-2005 2006 5000-3091 3092 3093-3118 5119-3178 3197 3198-3201	0255550000841660814	1903 1900 1911-2 1923 1913-4 1920 1921 1921 1922-3 1922-3 1924 1924	, p	334453354545555	41'1" 44'0" 48'11" 28'1" 28'1" 29'5" 45'2" 45'11" 46'11" 46'11"	8 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	10'6"	42,300 45,500 46,900 35,800 16,600 16,400 40,180 28,050 31,800	4 #312264 4 #32274 4 #32274 2 #3534 2 #4525 2 #3524 2 #3527 2 #3527 2 #3527 4 #3527	k28a k35 k35ak k53a k53a k53a k36 k36 k36kk k35kk k35kk	b27ge1 b51b b39e b39e b77e spI b51e2 b27ge1 b51e2 b27ge1 bp150 bp150	1577-1720 are 45'0" long.  Routpped with line breaker.
3202-3261 3262-3321 3322-3381 4000	60 60 60	1924-5 1926 1929 1925	y n n	54 50 91	48'11' 48'11' 49'0" 83'7"	8161	11'6' 11'6' 11'6'	41,300 41,700 44,600 72,000	2ge275b 2ge275b 4w516d 4w319b	ge-M ge-PCM k28	b39e2x b39e2x b76e	trucks. 3232-3261 builder n. 3282-3301 builder s. 3302-3321 builder m. 3282-3301 builder s. 3302-3321 builder m. 3322 with rear treadle door, 3341 with folding center door and with Timken trucks, builder y. 3362-3361 bldr. Articulated train built from care 1101-02 using Cincinnati Car Co. steel drum yestibule and Br672 center truck
4001 4002-4051 5000-8060	1 50 59	1934 1936 1920-1	р • • У	58 58 62	5015* 5015* 4716*	8'6"	10'7° 11'2° 11'4°	36,000 34,000 26,000	4#1430d 4#1432 trailer	# PCC none	p spec. 4 PGG b 67f	retired 1937. P.C.C. sample car. Equipped with w multi-notch control. P.C.C. oars. 4051 used in restranged floor plan experiments. 8007,8014 ret. 8031-8060 builder b. Trailers wtored minos train mervice discontinued 1930.
HICAGO OI	TY RAILWA	T COMPAN	Y									
2501-2625 2701-2780 2500-2503 2500-2522 5001-5200	78 0 19 198	1901-2 1903 1920 1923 1905-6	e b y	44 32 50 40	46'8" 48'3" 28'1" 39'8"	9'1*	12'4* 10'6" 11'0" 11'10	50,000 52,240 16,600 31,800 52,000	4ge67 4ge67 2ge264 2ge275 4ge80a	k6 k63 k360 k286	b23MCB b51a1 b39a1 b23MCB	2600s with b51el truck. 2501-07,09-13,16,17,19,21,23-25,27,29,31-35,37-40,50-53,55-60,62-64,66-70,73,74,76,77,80,87,92 ret. and replaced by 33 POC care 1936. 2515,20,22,20,28,36,41-49,94,61,65,72,78,82,84-80,90,91,93,97,2500,21,ret. Four of these care said to have been sent to 5t cuis 1903 a/o fire there. 2543,44,45,48 mold to Hammond whiting & Rest Chicago about 1910-2547 became HWARC 54.  Entire group retired 1937 Similar to 2000-2005 Birney safety care.  Shallar to 3095-3116.
5201-5601 5601-5601 5601-5601 5601-5601 5601-5601 5701-5702 5703-5827 5703-5827 5906-599 6000-6137 6118-6142 6147-6133 6147-6133 6147-6139 6240-6238 6240-6279 6240-6279 6240-6279 6240-6279 6240-6279 6240-6279 6240-6279	398 21 13 124 100 138	1906-7 1910 1907 1911 1912 1914 1918 1918 1918 1919 1919 1924 1924 1926 1929 1934 1936 1931 1931	, p	4444555555555555555562	48'00" 48'00" 48'00" 48'00" 48'00" 48'11 48'11 48'11 48'11 48'11 48'11	81666666666666666666666666666666666666	11'10	53,500 52,800 39,900 37,400 40,200 47,000 46,100 51,000 46,850 41,700 44,850 41,700 44,800 34,000 34,000	480 & O. M. 480 & O. M. 480 & O. M. 480 & O. M. 280 & 242 & O. M. 280 & 275 & O. M. 280 & 280 & 275 & O. M. 280 &	258e 228e 251a 2561a 2551a 2552 2552 2552 2552 2552 2552 2	b27fe2 b27fe2 b27fe2 b39e b39e b39e b23mcb b23mcb b23mcb b23mcb b23mcb b23mcb b23mcb b23mcb b23mcb b23mcb b23mcb	5001-5075 builder a. 504W,5076, builder v 1905, were shipped, 504W to a. 5076 to b as samples. 5022 in 1905 resudeled as cable car but was too heavy and was changed back to electric, 5301-5350 builder e, 5351-5400 builder a, 5501-5600 builder e. 5239-5503 ret.  5664-5 ret. Group acquired 1912 from Obicage a Southern Traction Co., where they were group A. #126-140.  5701 ret 1918.  Neareide cars. 5808 has 53 seats, treadle doors. 5765 ret. 1913.  t134-7 with Saidwin maximum traction trucks. Similar to group 3000-3091.  5145 with Brill 27f trucks.  With line breaker. Similar to 3113-3178 group.  5219-5238 builder n. Train operation discontinued 1930 complers removed 1936. Similar to 3202-3261 group.  81th line breaker. Sody similar to above group.  5230-5255 builder s. 5250-5279 builder m. Similar to 3262-3321.  5234-5305 builder h, 507-519 builder m. Similar to 3252-3321.  524-5105 builder h, 507-519 builder m. Similar to 3252-3321.  5241-5205 builder b, 507-519 builder m. Similar to 3252-3321.  5241-5205 builder b, 507-519 builder m. Similar to 3252-3321.  5241-5050 builder b, 507-5050 (Co or having ge multi-point control.  5351-527-528 builder b. 9000,07,10-12,14,15 ret. Jan. 26,1922.  5020-9039 builder b. 9000,07,10-12,14,15 ret. Jan. 26,1922.  5011 trom makings of seven oare burnt in Devon fire listed in above group.
CALUMET &	SOUTH CH	ICAGO RA	LWAY	COMPAN	Y							
2801-2815	15	1901-		14.14	4618*	-		49,650	4ge67	<b>k</b> 6	b51e1	Formerly 701-715 of Calumet & Sou. Chgo. Ry., acquired in 1908 from following Chgo. City Ry. group: 2522,28, 36,41,42,49,54,72,78,82,86,90,91,93, 2600. Gar 2591 became 705.
2816-2823	7	1903	ь	44	46'3"	8'7"	12'6"	48,050	4 ge 50a	k28e	b27ge1	36,41,42,43 54,72,78,52,86,90,91,93, 2600. Gar 2591 become 775. Formerly 112-119 Calumet Elec. 5t. Ry. Co., changed 1908 to 812-819, Cal. & Sou. Chge. Ry., to pres. nos. 1913 262; ret. Feb. 14, 1936.
2824-2838 2839,2640 2841-2845 2846-2856 2857-2858 2859	14 5 10 2	1905 1908 1903 1907 1910 1924	e 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	44 44 35 54	47'6" 42'3" 43'1" 48'11	8:9: 8:4: 8:4: 7:11:	12'7"	54,400 51,350 50,750 54,500	4ge70 4ge80a 4ge80a 4ge80a 4ge80 4ge80	#28e #28e #28e #28e #35##	b27ge1 Peokham Peokham b27fe2 b51e2	Formerly 120-133 Cal. Elec. St. Ry. Co., changed 1908 to 820-833 Cal. & Sou. Obgo. Ry., to present nos. 1913. 2827-2831 with b27fe2 trucks, 2838 with ge80 motors, 2829 with 40 seats, 2825 ret Feb. 14, 1936. Formerly 314-135 Cal. Elec. St. Ry. Co., changed 1908 to 834-835 Cal. & Sou. Obgo. Ry., to present nos. 1913. Formerly 31-25 South Chicago City Railway Formerly 340 series South Chicago City Railway Formerly 340 series South Chicago City Ry. 2850 ret. Originally built as functal care \$1 and \$2 With Line Breaker. Sody similar to 3202 group
THE SOUTH	PDE GPDET	P DATE	A CUM	ANY							-	
THE WOULD	29	1910	_	40	46'0"	816*	1119	53,100	4ge80	k28e	027102	Identical to 5601-5621.

### EXPLANATORY NOTES - PASSENGER ROLLING STOCK - CURRENT ROSTER

The following notes apply to the various columns of the roster above and to the symbols which have been used to condense the listing.

COLUMN 1 - GROUP. The car number, or where more than one of a type, the bracketing numbers of the group. Vacancies in the number series are shown in the last column. EXCEPTIONS & REMARKS.

COLUMN 2 - NO. CARS. The total number of cars of the respective groups that are currently in service or in serviceable condition stored.

COLUMN 3 - YEAR BUILT. The date originally built, except, where completely rebuilt, using the salvage from other cars, the year of rebuilding is given.

COLUMN 4 - HLDR. The builder of the car body. Following symbols used:

a - American Car Co.
 b - J. G. Brill Co.

p - Pullman Car & Mfg. Co. s - St. Louis Car Co.

c - Chicago Railways Co. e - G. C. Kuhlman Car Co. t - Southern Car Co. u - Chicago Union Tract. Co.

j - Jewett Car Co.

v - Chicago City Railway Co. x - Pressed Steel Car Co.

m - McGuire Cummings Mfg. Co., or Cummings Car & Coach Co.

y - Chicago Surface Lines

n - Lightweight Noiseless Elec. St. Car. Co. z - South Chicago City Railway

COLUMN 5 - CAP'Y. Passenger seating capacity.

COLUMNS 6, 7 and 8 - Outside dimensions of cars.

COLUMN 9 - WEIGHT. Without passenger load.

COLUMN 10 - MOTORS. Number and manufacturers' designation of traction motors applied to cars; table below gives types and sizes:

ge	- GENERAL	ELECTRI	COMPANY	w - W	TESTINGHOUSE	ELECT	RIC	& MFG.	co.
TYPE	HP RATING	TYPE I	IP RATING	TYPE	HP RATING	TYPE	HP	RATING	
67	40	242	55	306	50	534		50	
70	40	264	25	319	40	1430		50	
80	40	275	60	508	25	1432		55	
21.6	40	1178	50	516	50				
226	35	1198	55						

COLUMN 11 - CONTROL. Here again

ge - GENERAL ELECTRIC COMPANY

w - WESTINGHOUSE ELECTRIC & MFG. CO.

Direct control types for 2 motor equipments: k36, k51, k63

Direct control types for 4 motor equipments:

k6, k28, k35

Remote control types include type M - magnetic contactor, type PCM-pneumatic camshaft, automatic acceleration (note, cars 3322 and 3341 of group listed with PCM control have experimental installations of Westinghouse VA sequence switch control) with manual selection of accelerating rate. PCC - commutator type multi-notch controllers standard on PCC equipments furnished by General Electric or by Westinghouse.

COLUMN 12 - TRUCKS. Builder's symbol shown first, followed by their type designation numbers and letters, where known. Following builder's symbols:

b - J. G. Brill Co.

bp - Baldwin-Pullman (license agreement)

d - Clark Equipment Co.

p - Pullman Car & Mfg. Co.

s - St. Louis Car Co.

EXCEPTIONS & REMARKS. Notes here list all cars of the respective groups now retired (symbol ret) together with references to any cars of the group which differ from the characteristics listed for the group. Symbol bldr is used for builder.

#### GENERAL INFORMATION:

1. All equipment of this roster is arranged for double end operation, having platforms at each end, with complete controls on each, except:

3322-3381 Single end, front entrance, center exit

4000 Double end, front and center entrance, rear and center exit. 4001, 4002-4051 Single end, front entrance, center & rear exit. 8000-8060 double end trailers, center entrance and exit

5703-5827 single end, front entrance and exit.

6280-6319 single end, front entrance, center exit.

7001, 7002-7034 single end, front entrance, center & rear exit. 9000-9039,9040-9046 double end trailers, center entrance & exit.

2. All equipment of this roster is arranged for normal operation with two man crews, pay-as-you-pass-the-conductor, except the following groups normally operated by a single man crew, pay-as-you-enter:

2000-2005, 2006, 3092, 3093-3118, 3202-3261, 3262-3321, 2900-2903, 2904-2922, 6199-6238, 6240-6279, certain 1200 and 1400 type, certain 5700 type.

During mignight hours, certain cars of other types, normally run with two man crews, are operated with one man crew.

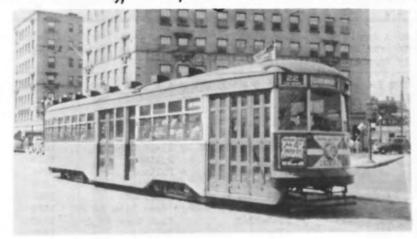
RECAPITULATION OF CURRENT PASSENGER EQUIPMENT:

assenger Care
2,187
1,386
56
29
3,658
29

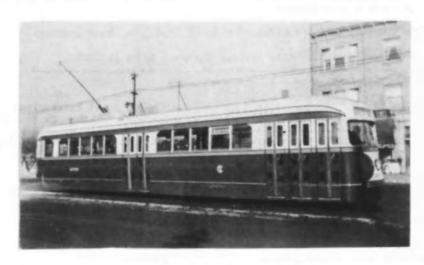
Above figures represent totals of Column 5.

	CAR NUMBERS	TYPE OF CAR	NUMBER OF MOTORS	SINGLE OR DOUBLE TRUCK
HIC	AGO RAILWAYS	COMPANY		
	(none)	snow sweeper	trail	8
	E1 - E56	snow sweeper	2	S
	E57, E58	snow sweeper	4	d
	D1 - D6	sprinkler, 4000 gal	4	d
	D7 - D10	sprinkler, 6000 gal	4	d
	D52-D56, D38-D64, D66	sprinkler, 3000 gal	2	8
	F1, F22, F23, F25	snow plow	2	9
	F28 - F30	snow plow	4	d.
	N1 - N5	dump	4	d
	N51 - N55	dump	trail	d
	W1 - W15, W17	work	4	d
	W51 - W54	work	trail	đ
	W31 - W33	work	2	8
	W61-W68, W70-W74, W77-W		trail	В
	X1 - X3	derrick	4	d
	Al	concrete mixer	2	8
	A2 - A9	concrete mixer	trail	8
		coal	2	8
	C1 - C5		trail	s
	C51 - C54	coal		
	H1, H2, H4-H7, H9, H10	mail	2	8
	S1 - S4	supply	4	đ.
	R1 - R5, R9, R10	sand	2	8
	G1, G2, G4-G9	cinder	2	9
	P1-P5, P8, P9	wreck	2	8
	K1	lumber	2	8
	Ll, L2	locomotive	2	9
	Ml, M2	money	2	8
	01	meter test	4	đ.
	ARCTURUS, SUNBEAM	party	4	d
	4	exhibition electric car	2	8
	8	exhibition horse car	trail	s
HIC	1466 W201 - W227, W230 W251, W252 W261-W265, W268-W271, W2 E201-E230, E233-E236	LWAY COMPANY instruction work work 291-W298,W299 snow sweeper	4 4 trail trail 2	d d d s
	E237	snow sweeper	4	d
	F201 - F205	snow plow	2	s
	D201 - D213	sprinkler, 4000 gal	4	d
	D258, D259	sprinkler, 1400 gal	2	8
	1201 - 1217	dirt	trail	8
	N201 - N202	dump	4	d
	N251 - N254	dump	trail	d
	A201 - A204	concrete mixer	2	đ
	A205			. 5
		concrete mixer	trail	d
	S201	supply	2	d
	R201 - R202	sand	2	s
	P251	wreck	trail	S
	K201	lumber	2	S
	K251 - K255	lumber	trail	s
	L201 - L203	locomotives	4	d
	L204	locomotive	2	8
	MS01 - MS0S	money	2	В
	2626	instruction	4	d.
	V201	line	4	d
	B201	newspaper	2	8
	X201	derrick	4	d
	U251	cupola	trail	8
	H201 - H204	mail	2	3
ALUI				ILWAY
	E301 - E309	snowsweeper	2	8
	F301, F305	snow plow	4	d.
	F302 - F304	snow plow	2	S
	W301, W302	work	4	đ
		work	trail	8
	W316. W317			
	W316, W317 Y303	supply	4	d
	Y303	supply sprinkler, 6000 gal	4	đ đ
	Y303 D301	sprinkler, 6000 gal	4	d
	Y303			
HE S	Y303 D301	sprinkler, 6000 gal sprinkler, 4000 gal	4	d

## Recent Types of Current CSL Cars -



3331

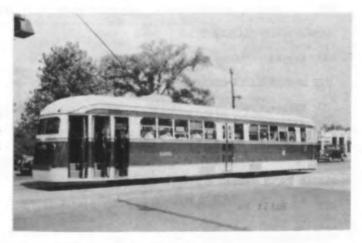


4036

P.C.C. Photos By Ed. Frank for

4051

Notice experimental door arrangement installed on car 4051 in an effort to improve upon this already excellent design. This car has since been rearranged in a more conventional plan.



# HISTORICAL EQUIPMENT OF THE CHICAGO SURFACE LINES

With the exception of a few cars now used for work or display purposes (and listed with current work equipment) all of the following equipment of underlying companies of the Chicago Surface Lines was retired in the early days of the consolidation, mostly prior to 1915.

### CHICAGO UNION TRACTION COMPANY (Later Chicago Railways Company)

SINGLE TRUCK CLOSED ELECTRIC CARS - 33 ft. long, seating capacity 30, weight about 18,000 lb.

3801-3813	(Cleveland Cars)		4080-4096 Built 1	by Stephenson	1880
3944 Built by	Wells-French	1895	4122-4138	Pullman	1895
3975	Brownell	1892	4142-4180	Pullman	1898
3976-3997	Pullman		4201-4207	Pullman	1887
4000	Pullman	1892	4267-4437	American	1892
4001-4002	Brownell	1894	4299 Cl	ngo West Divn St Ry	1882
4016	Brownell	1894	4360-4362	West Chgo St Ry	1890
4017	Brill	1894	4376	Trimble	1899
4020-4030	Pullman	1895	4378	Brill	1900
(Present Exhibit	car 4 was 4022 this	group)	4402 C	ngo West Divn St Ry	1884
4038-4051	Wells-French	1895	4555-4625 Ch	go Un Tr - West Shop	1901
4069	Builder & Date Unkno	wn			

DOUBLE TRUCK CLOSED ELECTRIC CARS - "Buffalo" or "Lake St. " Type, Rear Loading.

3819-3868 Built by Chicago Union Traction Co. at the West Shops in 1901

SINGLE TRUCK OPEN ELECTRIC CARS

5501-5650 Built by Pullman 1896 5900-5905 Built by American, about 1890 5651-5899 Laclede, about 1890 5906-5975 Chgo Un Tr - West Shop 1900

DOUBLE TRUCK OPEN ELECTRIC CARS. These cars were sold in 1917 to Rock Island, Illinois, and were then remodelled as closed electric cars.

5976-6005 Built by Chicago Union Traction Company at the West Shops in 1901.

SINGLE TRUCK CABLE GRIP CARS

201-500 Short type used on Clark, Lincoln, Clybourn and Milwaukee

501-600 Longer and earliest type, later used as trailers.

901-1000 Type used on Madison Street.

1600- Series used on Blue Island Avenue.

DOUBLE TRUCK CABLE GRIP CARS

700 Series, double truck, body half open, half closed (rear - half closed), used on Clybourn Ave.

CLOSED CABLE TRAILER CARS

600 Series, 700 series, 1200 series

OPEN SUMMER CABLE TRAILER CARS

2300 Series, 2400 series, 2500 series, by various builders 1885-1892. Arch roof cars. 2700 Series, built about 1895. Deck roof cars.

### CHICAGO CONSOLIDATED TRACTION COMPANY (Later Chicago Railways Company)

### SINGLE TRUCK CLOSED ELECTRIC CARS

212 Built b	y Brownell	1891	273-280 Built	by Pullman	1890
239-260	Stephenson	1892	285, 288, 300	Pullman	1891
262-269	Pullman	1891	410-414	Cheo Un Tr Co	1892

### SINGLE TRUCK OPEN ELECTRIC CARS

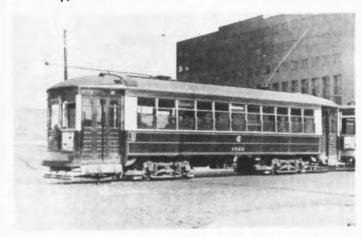
100 Series motor cars built by Pullman, Stephenson and Laclede.

300 Series trailers built by Pullman, Stephenson and St. Charles.

# Intermediate Age Current C.S.L. Types -

1522

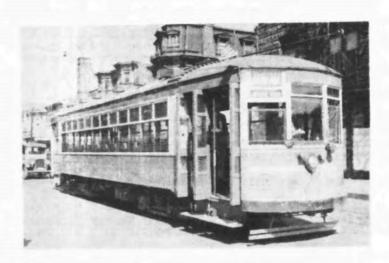
Photo Ca Brown



1717



3270



NOTE: C-S-L practice of flying flags on patriotic holidays, illustrated in some of these pictures.

### HISTORICAL EQUIPMENT (Continued)

### CHICAGO CITY RAILWAY COMPANY

#### CLOSED CABLE TRAILER CARS

- Group 2 Built by Chicago City Railway Company, about 1890. 149 cars. Single door in bulkheads. 193,457-461,463,465,798,801,807,822,827,828,835-840,842-845,847,851,853-855,857,858,864,865,872,881,1010-1034,1036,1037,1045,1069,1071,1073,1080,1081,1087,1091,1097,1098,1099,1100-1105,1107-1115,1117-1126,1533,1534,1537-1570,1592,1593,1602,1603,1613,1617,1848,1849,1857-1859,1873-1875,1877.
- Group 3 Built by Pullman in 1896. 41 cars. Double door in bulkheads.
  2087, 2086, 2085, 2083, 2082, 2078, 2077, 2076, 2070, 2067, 2066, 2064, 2063, 2060, 2058, 2057, 2056, 2055, 2054,
  2053, 2052, 2051, 2049, 2044, 2042, 2041, 2040, 2037, 2036, 2035, 2034, 2033, 2031, 2030, 2029, 2028, 2027, 2025,
  2021, 2020, 2018. Note: Inverse order given. Cars were motorized in 1908 and given new numbers ascending serially from 2211-2251 in the order given above.
- Group 4 Built by Wells-French in 1896. 69 cars. Double door in bulkheads. 2142,2143-2145,2141,2147-2157,2140,2139,2138-2088 (serially descending). Note: These cars were motorized in 1908 and given new numbers ascending serially from 2142-2210 in the order given above.
  - Built by Pullman in 1897. 2 cars. Double door in bulkheads. Resembling group 7. 2249, 2250. Motorized in 1908 and assigned numbers 2120 and 2121.

#### OPEN CABLE GRIP CARS

Group 1 - Built by Chicago City Railway Company from 1882-1896. 237 cars. 500-508,511-528,530-540,542-545,547-551,557,559,560,565,566-594,596-600,604-606,610,612,615,616,624-627,635,645,646,652-654,657,659,663,665-671,674,680,688,690,692-699,1200-1255,1257-1260,1300-1317,1319-1321,1324,1325,1328-1337,1339-1353,1355-1360.

#### OPEN CARLE TRAILER CARS

- Group 5 Built by Chicago City Railway Company from 1885-1893. 265 cars. 57,103-109,114-118,499,730-748,918-945,947-958,961-965,968-972,975-977,980-982,984,987,988,991,993-997,1047,1049,1051,1052,1057,1060,1061,1064-1066,1128,1129,1132-1137,1139-1142,1144,1146,1149-1156,1158-1161,1163-1166,1168,1171,1172,1174-1177,1179,1181,1184-1186,1188,1189,1191,1192,1194,1197,1199,1402-1406,1408,1411,1412,1415,1430,1432,1438,1445,1447,1448-1451,1453,1457,1458,1461,1463,1466,1467,1469,1473-1476,1480,1485,1487-1491,1493-1496,1498-1503,1505-1507,1510,1511,1513-1515,1518,1657-1691,1693-1712.
- Group 6 Built by Chicago City Railway Company from 1885-1893. 19 cars. 68,74,79,90,92,94,100,102,227,239,374,701,705,706,717,752,754,760,767.
- GENERAL NOTE: Cottage Grove cars were painted dark blue with white trim. State Street cars were painted red with white trim. Interiors were dark oak in group 2, light oak in groups 3 and 4.

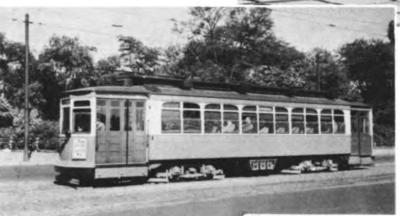
### SINGLE TRUCK CLOSED ELECTRIC CARS

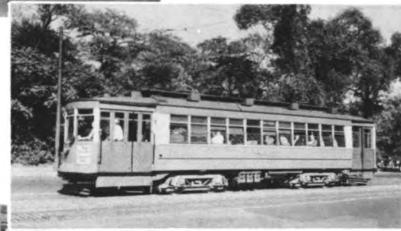
- Group 7 158 cars built in 1898. Painted different shades of green, interior mahogany. 2251 - 2350 Built by Stephenson; 2411-2470 Built by St. Louis. Numbers revised 1908 to new series 2341 - 2498, in order shown.
- Group 8 62 cars built in 1896 by Pullman. Olive green with white trim, interior mahogany. 1878-1916, 2061, 2062, 2158-2178. Mumbers revised 1908 to new series 2279-2340 in order shown.
- Group 9 43 cars built about 1885 by Chicago City Railway Company. Yellow with white trim, interior, dark oak. 219, 246, 275, 281, 388, 819, 823, 829, 833, 859, 874, 884, 893, 895, 999, 1002, 1003, 1005, 1008, 1009, 1571-1573, 1575-1586, 1842-1847, 2120, 2121.
- Group 10 27 cars built 1897 by Fullman. Dark blue, white trim. Interior light oak.

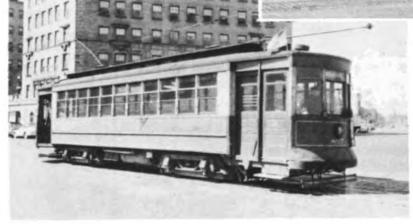
  2471 2497. Numbers revised 1908 to new series 2252 2278. Built as cable trailers; motorized in 1906.
- Group II 10 cars built by Chicago City Railway Company about 1884. Yellow with white trim. Interior dark oak. 310, 357, 464, 800, 898, 899, 2122, 2123, 2124, 2125.
- Group 12 100 cars built by Chicago City Railway Company about 1885. Colors like group 11. 53,55,60,62,113,148,150-152,174,175,177,179,180,186-189,204,206,209,210,292-297,307,309,318,345,349,351,353,356,358,362,392,394,395,397-399,401,402,404-406,408,410-412,414,417,418,421,424,427,428,431,433,435,441,442,445,447,448,450-454,462,473,475,477-489,491-493,495,496,796,1650,1829,1830,1838,2017.

# Older Types of Current C.S.L. Cars









# HISTORICAL EQUIPMENT (Continued) CHICAGO CITY RAILWAY COMPANY (Continued)

Group 13 - 54 cars built by Chicago City Ry. in 1884. Remodeled 1898 as "noiseless" cars using fixed sash and rubber inserts in frame and trucks. Color scheme similar to Group 7, except interior green. 54,145,149,173,178,208,211,286,289,306,319,344,352,354,359,361,364,368, (party car) 369,380,381,383,396,400,409,413,423,426,430,436,437,438,440,446,449,470,474,490,497,1653,1823-1826,1828,1831 - 1833,1835-1837,1839-1841.

### SINGLE TRUCK OPEN ELECTRIC CARS

Group 14 - 159 cars built by Pullman in 1896-7. Original numbers 1987-2016, 2179-2245, 2246-2248, 2351-2391, 2393-2410. Numbers revised in 1908 to new series 1850-1916, 1987-2078.

Group 15 - 70 cars built by Wells-French 1896. Number series 1917-1986.

Group 16 - 201 cars built by Chicago City Railway Co. from 1885 - 1893.
63-65, 67,707-713,718-729,749-751,755,757-759,762-764,766,768-777,779-794,861,900-905,907,909-914,
916,917,1417-1429,1431,1433,1435-1444,1446,1454-1456,1459,1460,1462,1464,1465,1468,1470-1472,14771479,1481-1484,1486,1522-1525,1713-1734,1736-1738,1740,1743-1750,1752-1758,1760-1763,1765-1768,
1771-1775,1777,1778,1780,1783,1787-1789,1792-1797,1799,1800,1801,1803,1804-1807.

GENERAL NOTE: All summer cars originally painted yellow. In 1908 cars in group 16 were destroyed and cars in groups 14 and 15 were remodelled - glass fronts added and colors changed to dark green with orange trim.

### CALUMET ELECTRIC STREET RAILWAY (YELLOW LINES) (Later Calumet and South Chicago St. Ry.)

Following cars, among others this line had, known definitely to have existed, thru old notes, photos.

SINGLE TRUCK CLOSED ELECTRIC CARS

SINGLE TRUCK OPEN SUMMER CARS

Cars numbered 9, 21, 43, 73, 89, 105

Cars numbered 32,70,80,299,303,307

### SOUTH CHICAGO CITY RAILWAY (RED LINES) (Later Calumet and South Chicago St. Ry.)

Following cars, among others this line had, known definitely to have existed, thru old notes, photos.

DOUBLE TRUCK CLOSED ELECTRIC CARS

DOUBLE TRUCK OPEN ELECTRIC CARS

Cars numbered 303, 311

Cars numbered 202, 241

SINGLE TRUCK CLOSED ELECTRIC CARS

SINGLE TRUCK OPEN ELECTRIC CARS

Cars numbered 24, 25, 30, 39, 109, 115, 418

Car numbered 226.

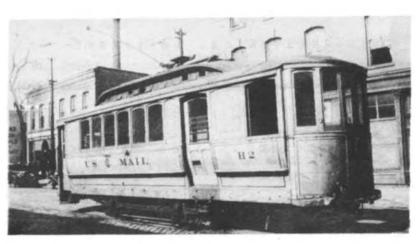
AT RIGHT: Chicago Cars of the Period 1890 - 1915.

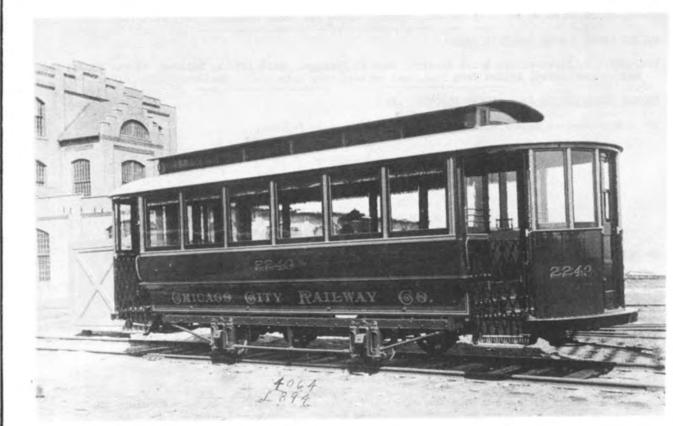
TOP: Single truck closed electric car common on North and West side lines. Later used as mail car. Chicago Union Traction Company.

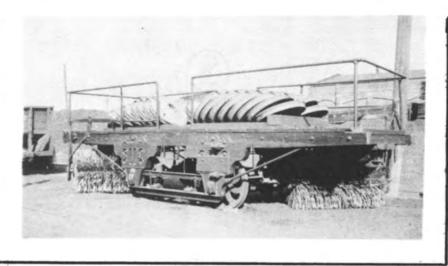
CENTER: Chicago City Railway Company car 2249 built as a trailer for an experimental motorized cable grip car and converted to electric motor car later when experiment proved unsuccessful.

BOTTOM: Trailer sweeper carrying wheels as ballast, built for use on cable lines. Chicago Union Traction Company.

(Center photo from John J. Brown collection; others by Ed. Frank, Jr.)







### HISTORICAL EQUIPMENT (Continued)

### CHICAGO GENERAL RAILWAY (Later the Southern Street Railway)

### SINGLE TRUCK CLOSED ELECTRIC CARS

11, 12, 14, 15

41 (Storage battery operated) Weight 16,000 lb. Ran on Dearborn between 16th and 22nd for 2 years.

51-57, 59,60,62,63,65 Built by Pullman, weight 18,000 lb. Rear loading. Very dark blue color.

### DOUBLE TRUCK CLOSED ELECTRIC CARS

101, 103-110 First double truck electric cars in Chicago, built 1896 by Pullman, weight 23, 200 lb., had no air brakes, loaded from rear, and painted very dark blue. Destroyed 1909-1910.

### DOUBLE TRUCK DOUBLE DECK CLOSED ELECTRIC CAR

50 - Experimental center entrance and exit car built by Pullman.

### CHICAGO & SOUTHERN TRACTION COMPANY (City equipment used within Chicago city limits)

DOUBLE TRUCK SINGLE END ELECTRIC CAR Group A, 15 cars - See Current Roster 5651 - 5665.

SINGLE TRUCK OPEN ELECTRIC CARS - Known to have at least cars 66 and 71 of this type.

### SINGLE TRUCK CLOSED ELECTRIC CARS

Group B - Cars 2, 4, 6, 8 built by Pullman. Operated by storage battery.

### SINGLE TRUCK OPEN TRAILERS

Group C - Cars 22, 24, 26, 28, 30 built by St. Louis. Group D - Cars 10, 12, 14, 16, 18 built by Brill.

### DOUBLE TRUCK MOTOR SPRINKLER

Group E - Built by C & S T Co.

SINGLE TRUCK MOTOR SWEEPER

Group F - Built by McGuire Cummings Co.

### SINGLE TRUCK TRAILER FLAT CAR

Group G - Probably built by C & S T Co. Used as drag plow.

