GENERALIZED PASSENGER CAR ROSTER 1902-1964

Group 1 Single truck closed wooden two-man cars, 18 foot bodies, various control systems, various motors, weights around 24,000 lbs. Acquired from uderliers United Traction Co.; West End Street Ry.; Canonsburg and Washington; and Pittsburgh and Birmingham. Retired from passenger duty 1907 – 1925. Some converted to miscellaneous cars.

Group 2 Closed wooden two-man motor cars, 20 foot bodies, various control systems, various motors, weights in neighborhood of 27, 000 lbs. Acquired from various underliners of Pittsburgh Railways: Fort Pitt Traction Co.; Consolidated Traction Co.; Monongahela Traction Co.; United Traction Co.; West End St. Ry.; Suburban St. Ry.; Monongehela City St. Ry.; and Washington and Canonsburg St. Ry. Retired from passenger duty 1906-1927. Some converted to miscellaneous cars.

Group 3 Cars 3310-3329 Single truck, wood, two-man, motor cars. St. Louis Car 1893 according to Harold Cox. Other sources show 1902. Not in surviving St. Louis Car order books. Built for United Traction Co.Car 3327 sold to Beaver Valley Traction 1914; all remaining cars converted to miscellaneous cars between 1910 and 1914.

Group 4 Cars 3330-3344 built Laclede 1901. Former Southern Traction Co. cars. DE DT Wood motor cars. Weight 33,400 lbs. Bemis trucks. 4 Westinghouse #56 motors. Westinghouse B8B control. Double end with one blind side. Scrapped 1911-1927 except for three cars sold to Pittsburgh and Lake Erie Railroad in 1911, one sold to Beaver Valley Traction in 1914, and one converted to miscellaneous car M521 in 1917.

Group 5 Cars 1500-1995 and 2000-2002. Wooden, ST, DE open motor cars. Offficial weight was 23,500 lbs. inspite of variations in length, trucks, motors, controls, and ancestry. These were all the open cars received from underliers, or at least all that survived long enough to be renumbered into the Pittsburgh Railways scheme. Most were scrapped between 1915 and 1922, the last in 1928 (number 1834 was the last open cars in Pittsburgh). Some became miscellaneous cars (single truck flat cars were easy to make from open cars).

Group 6 Closed trailers A1-A77 and A178, A179. Bodies 20 feet in length. All from underliers. Numbers possibly incomplete: no record of A19 or A44. Most retired 1915-1917.

Group 7 Open trailers B1 – B75 all from underliers. Retirement dates in late teens and early 1920s.

Group 8 Single-truck Open motor cars 3001-3060, 11 bench, 24 foot bodies, 25,000 lbs., B23 controllers, Maguire or Lord Baltimore trucks. These were the only post consolidation Pittsburgh open cars, having been built by St. Louis Car Co. on contract #262 in 1902. Car 3004 was written off the books in 1911, the others in 1923 and 1924. Probably because of safety considerations, the newest open cars were removed from the streets after 21 years.

Group 9 Double truck, wood, high floor cars 3100-3199 – the first post-consolidation double-truck cars. Built by LaClede in 1902, 30 ft. bodies, weight 48,000 lbs., motors Westinghouse

56 or Westinghouse 67, B8 control, Bemis 4'-0" wheelbase trucks. Most scrapping dates fall between 1927 and 1931, apparently victims of the last purchase of low-floor cars.

Group 10 Similar to Group 9, Laclede 1902, 47,000 lbs., Westinghouse #62 motors, B23 control, 42 seats. Reassigned to Pittsburgh and Charleroi Street Railway in 1926, then scrapped 1927-1930. Five cars became miscellaneous cars.

Group 11 Cars 3210-3259 – The last major fling with new single-truck motor cars after the consolidation – built by Laclede in 1903. Wweight 28,400 lbs., seats 42, Bemis 45 trucks, GE 57 motors, B-23 controllers.

Group 12 Cars 3260-3309, Identical to Group 11 except built by Brill.

> **Groups 11 and 12:** 5 cars scrapped between 1907 and 1924; 95 cars scrapped 1926-1930.

Group 13 Cars 3390-3399. DT, DE, two-man, closed wooden motor cars from St. Louis Car Co. in 1908. Builder's contract number was 786. K35 control (originally B8 control) and Westinghouse 93 motors. Had been equipped with side rods. St. Louis 47-A trucks. Some may have had Bemis trucks. Built as Ardmore Street Railway 1-10. Scrapped in 1931-1933. Iscellaneous car M130 was 3396.

Group 14 Cars 3400-3499. DT DE wooden, two-man, motor cars from St. Louis Car in 1905 (builder's contract number was 554A). Bemis or St. Louis trucks, 4 Westinghouse #56 motors, B8, K11 or K35 controllers. A total of 99 cars were vestibuled in 1912-13. Some cars rebuilt as single end cars with longer rear platforms resembling the 3500s, 4000s, and 4100s. Scrapping began in 1924; the last 69 cars were burnt between 1930 and 1934. Two cars (3487 and 3497) became miscellaneous cars. The former was the Charleroi line car (M132) and is now at the Pennsylvania Trolley Museum (in the double-end vestibuled configuration).

Group 15 Cars 3500-3549 built by St. Louis Car Co. in 1908 (ordered 1907 under contract #748). Single end, double truck, high-floor, wood, two-man. Some were two-motor cars with side rods. Between 1912 and 1913 all cars received rear platform and doors. Folding panel doors on 39 cars in 1914. At this point they looked like the 4000s and 4100s. K35 or K43 control. One car scrapped in each of 1925, 1926, and 1931. All others in 1932, 1933, and 1934.

Group 16a Car 3550, nicknamed the "Merry Window," one of two experimental cars leading to the rear-entrance high-floor configuration. Built by Niles in 1909. DT DE wood, two-man, closed motor car. Trucks: St. Louis 47A. Control K-35. Two Westinghouse 303 motors with side rods, later replaced by 4 Westinghouse 93 motors without side rods. Used as an instruction car after 1921. Scrapped 1932.

Group 16b Cars 3551-3554, ex Washington and Canonsburg 201-204. These were the original W&C interurban cars. Built in 1903 by St. Louis Car Co. under builder's contract #358. Trucks were St. Louis 47-A. At least in later years, the cars had 4 Westinghouse 93A2 motors

and K35 control. Between 1916 and 1919 the four passenger cars became freight cars F6 to F9, several of which lasted through the 1950s.

Group 16c Car 3555 Standard Steel 1909 – DT high floor, steel, closed two-man motor car. Standard CP-50 trucks. First new PRC arch roof car. K35 control and 4 Westinghouse #56 motors. Conflicting weights in different PRC records: 38,000 versus 46,500 lbs. Scrapped 1932. Some sources show as Kuhlman car; PRC vouchers show Standard Steel. Nicknamed the "Jolly Bachelor."

Group 16d Car 3556 Standard Steel 1915, apparently a prototype for the 3700 series interurbans. A single-end, low-floor car with Westinghouse HL control and 4 GE 247I motors. M25 arch bar trucks. Weight 47,000 lbs. Scrapped 1946; had been photographed in interurban service in Canonsburg in 1945 (replaced by the 1600 series PCC interurbans).

Group 17 Cars 3600-3619, Kuhlman 1910. SE, steam coach roof, wooden arch-window interurban cars. GE type M control with C36C master controller; 4 Westinghouse 303 motors, Scrapped between 1925 and 1928 (most apparently were replaced by the 3750 series low-floor cars).

Group 18 Cars 3700-3714 Brill contract number 19838 signed Dec. 16, 1915; deliveries took place between March 12 1917 and November 9 1918 (an average of fewer than one car per month). Single end, two-man, double-truck, semi-steel interuban cars. Hot water heat. Jones control and 4 GE #247 motors. Standard Steel arch bar trucks. In 1920, ten of the cars were converted from Westinghouse Jones control to series-parallel HL control. Eventually all had HL control. Car 3706 scrapped 1932, 3702 in 1943, 3707 in 1946, balance in 1951-52. They were replaced by PCC cars in interurban service.

Group 19 Cars 3750-3769 built Osgood Bradley 1925, Single-end, low floor, multiple-unit, interurban cars. Westinghouse HL control and 4 GE 247I motors. Cars 3750-3758 later (c. 1938) fitted with single left-hand front door for service on route 23 Sewickley or Neville Island. Original interurban configuration included smoking section, non-smoking section, and toilet. All cars eventually high-speed. First car scrapped 1942. Last 16 cars scrapped 1952-1954. Car 3756 to Pittsburgh Electric Railway Club 1954.

Group 20 Cars 3800-3814 built St. Louis Car 1928. Single-end, low floor, arch roof interurban cars. Westinghouse HL control and 4 Westinghouse 535A motors. M27 arch bar trucks. Replaced by 1700 series interurban PCC cars. Car 3807 was scrapped in 1948 (there is a rumor that it never ran but that does not agree with paint book repainting dates). All other cars scrapped 1949, 1951 and 1952.

Group 21 Cars 4000-4079 built J. G. Brill 1909 (#4000) and 1910 (all others) under two different orders (16863 for 30 cars and 16950 for 50 cars). This was the standard high-floor motor car of its era, with a pay-as-you-enter fare collection system. The conductor operated "blinker-style" doors on the rear platform. A narrow sliding front door for exit only was controlled by the motorman. Composite wood / steel (or semi-steel, depending on your parlance.) Most cars had K43 control enabling them to pull motorized trailers (6 motor trains),

some had K-35 and could run only as single-cars (possibly a retrofit). Trucks were Brill 49-E-2, originally with only one motor per truck and connecting rods to the other axle. Conversion to four-motor (Westinghouse 306) cars without side rods accomplished in 1911 and 1912 (funded in two lots of 60 and 20). Cars were scrapped (three converted to miscellaneous cars M195, M450 and M451) between 1927 and 1940 … only 47 of the 80 cars lasted long enough to be replaced by PCC cars.

Group 22 Cars 4100-4149 built by Pressed Steel in 1911. Similar in appearance to the 4000s but built entirely of steel. K-43 control (to allow operation in 6-motor trains) and 4 Westinghouse 306 motors. Standard CP-50 trucks. Two cars scrapped (includes conversions to miscellaneous cars) 194, 4 in 1937, 2 in 1938, 2 in 1939 and 40 in 1940. These were victims of the 1000 and 1100 series PCCs. Ten cars were converted to tow-cars M196 and M197 and scrapers M452 through M459.

Notes on Groups 23 through 37: These were the typical Pittsburgh low-floor cars, often called Jones cars after P. N. Jones, the Pittsburgh Railways General Manager at that time. Group 28 consisted of four 45-foot long trailers converted to single-end motor cars having a center door on only one side. Some or all of the rebuilt trailers were rebuilt with single-stream end doors. All cars were originally two-man cars with center entrance and center or front exit; all of the 4200s, 4300s, 4400s. 4700s, 4800s and 4900s were built with single-stream front doors and all single-end cars and some double-end cars were converted to double-stream front doors to enable one-man operation in high traffic conditions. By the time the 5000s were delivered, the company was committed to one-man operation; these and all subsequent cars were built with double-front doors and could be operated either in a two-man center-entrance configuration, or with one-man and front-entrance. Many of the double-end cars were converted to one-man operation by the expedient of sealing the center doors, a practical solution for cars being used on lightly traveled shuttle lines. The standard Jones car was 45'-0" long; there were minor height and width differences. Cars with 4200, 4300, and 4400 numbers were built as double end cars although some were converted to single end. All remaining low-floor cars were single end. Seating capacities and weights varied greatly overtime due to changes in propulsion hardware and attempts to make cars more amenable to the public. A small number (10 or more) of double-end cars and 304 single-end cars were converted from their original speed (about 30 mph maximum) to high speed (about 40 mph) by rewinding motors, increasing brake ratio, and the addition of stop lights; this program began in 1930 and affected a limited number of double-end cars but most 4800s, 4900s, 5000s, 5200s, 5400s and 5500s [see Transit Journal, March 1932, Page 109].

Group 23 Cars 4200-4249 – the first production low-floor cars – double-end, double-truck cars with M25 trucks, Jones control, and 4 Westinghouse 328 motors. Significant floor to rail height difference when compared to all other low-floor cars; The 4200s appeared to ride much lower. Built by St. Louis Car Co. under order no. 996 dated May 5, 1913 and delivered April through November 1914. Weight 38,000 lbs. Cars 4200-4224, 4227, 4228, 4230-4235, 4239-4241 and 4245 retrofitted with Westinghouse HL control. Cars 4243, 4244, 4246 and 4248 had K35kk control applied. The remaining cars in the series were scrapped between 1937 and 1942 and may have retained Jones control. Cars 4205, 4206, 4209, 4211, 4212, 4215, 4217

and 4218 were rebuilt as single-end cars (however 4211 was at Washington PA as a double-end car in 1953). Cars 4211 and 4212 had dynamic emergency brakes, according to R. H. Brown for use on route 21 Fineview. Most cars were scrapped between 1938 and 1942. Only cars 4200, 02, 03, 04, 07, 08, 34, 39, 45, and 48 lasted until the 1950s. The closure of Tylerdale and Charleroi car houses eradicated the last need for this group of cars.

Group 24 Cars 4250-4299 fabricated by Standard Steel in 1914, the second of four orders of double-end low-floor cars. In appearance, identical to all the 4300s but not the low 4200s. General Electric Jones control with four GE 247A motors, M25 arch bar trucks. Weight: 35,520 lbs. All of these cars except 4263 were scrapped between 1935 and 1942, probably retaining all two-man features and Jones control to the end. Car 4263 was scrapped in 1946. These cars and the low 4300s were generally made surplus by the conversion of double-end routes to single-end lines.

Group 25 Cars 4300-4349 were built by Pressed Steel or Standard Steel (there is a conflict in records) in 1915. These had General Electric Jones control with 4 GE 247 motors and M25 trucks. Weight 35,520 lbs. Some cars were reequipped with Westinghouse 328 motors. Cars 4306, 4315, 4316, 4318, 4319, 4321-4325, 4328, 4329, 4333-4342 and 4344-4346 were reconfigured as one-man cars with K-35 control. Most of the Jones cars were scrapped in the 1930s, the last of the one-man K-control cars lasted until 1953.

Group 26 Cars 4350-4399 were built by St. Louis Car Co. on order number 1078; deliveries were made between January and October 1917. Weight 36,610 lbs. All of these cars had the original Jones control replaced thereby contributing materially to their longevity. Cars 4379 and 4388-4399 received K-35 controllers and rewound 514PR (high speed motors). In general, the high speed cars were assigned to Glenwood Car House. The remaining cars were retrofitted with HL control. One car was scrapped in 1948, one in 1949 and the remainder between 1950 and 1956.

Group 27 Consisted of 12 cars built for Beaver Valley Traction Co., Rochester, PA, and numbered 400-411, and transferred in 1923 to Pittsburgh Railways where they were renumbered 4400-4411. Cars had M25 arch bar trucks, Westinghouse Jones control. All except 4405 were scrapped between 1939 and 1942; the lone exception was retained until 1946 because it had been configured as an instruction car having both HL and K control.

Group 28 includes the four experimental converted trailers. These original operated as motor cars but bearing the original trailers numbers A217, A242, A283 and A284, but were later renumbered 4420-4423 circa 1928. The first two were built in 1911, the other two in 1913. Predictably, they had Jones control and 4 motors mounted on M25 trucks. Car 4421 was converted to a one-man car, the other three may not have been. 4420, 4422 and 4423 were scrapped in 1932; the other car in 1942 although it had not been used for some time.

Group 29 consisted of the first 100 single-end motor cars, numbered 4700-4799. Apparently because of war-time staff and material shortages, delivery from Cincinnati Car Co. stretched out from August 1916 until August 1918. Photographic evidence confirms that these cars were built with a remote control scheme, probably Jones control. All were rebuilt with K-35 control

with the exception of 4701, 4703, 4706, 4775 and 4793 with had K-43 control (the first four cars also had Westinghouse automatic couplers for pulling trailers), and 4767 with received HL remote control. Four 37.5 horsepower motors (Westinghouse 514A) on M25 archbar trucks were relatively common. Weight 33,200 lbs. The 4700s were used as a test bed for This group of cars was often used as a test bed; Cars 4730-4733 were fitted with Westinghouse VA control (automatic progression, rate controller). Car 4731 had Timkin trucks, while 4757 had SKF roller bearings. There were also a variety of internal changes such as bucket seats and linoleum floors. Only cars 4700, 4702, 4719, 4730-4733, and 4746 were rebuilt as high-speed cars. Most of the series was scrapped in 1942 as a consequence of the delivery of the 1400 series PCCs, some of the high speed cars lasted into the 1946-1951 period.

Group 30 Cars 4800-4824 built by Osgood Bradley 1921
Group 31 Cars 4825-4864 built by Pressed Steel 1922
Group 32 Cars 4865-4939 built by St. Louis, deliveries in 1923 and 1924 (4930-4939)
These three groups of cars were built with K43A control to enable operation either singly or with two-motor low-floor trailers. Cars had four Westinghouse 514 (37.5 h.p.) motors. Weight was 38,500 lbs. It is probable that all cars in this group were rebuilt for high speed operation, but the "official roster" shows only 16 rebuilt cars (highly unlikely because of the longevity of the fleet). Cars 4841 and 4938 were retrofitted with Westinghouse VA control. Car 4887 was scrapped in 1938 following an accident in East Pittsburgh and 4906 was destroyed by fire in 1945. The vast majority of the cars in these three groups were scrapped between 1952 and 1956.

Group 33 Cars 5000-5099 built by Pressed Steel and delivered in 1925
Group 34 Cars 5100-5159 built by Osgood Bradley and delivered in 1924 and 1925
Group 35 Cars 5200-5282 built by Osgood Bradley in 1925 and 1926
These three groups of cars were fitted Westinghouse HL control and Westinghouse automatic couplers for either single car or multiple-unit train operation (available pictures show no more than two cars in a train). The eventual system conversion to one-man cars in the early 1930s eradicated the economies inherent in train operation and by 1937, all operations involved single cars. Seating capacity 52 (lead car) or 56 (second car in train). Weight 40,500 lbs. Motors: 4 Westinghouse 514P. Car 5206 was converted to a non-MU car with K43 control. Cars 5000-5054, 5149, and all 5200s were rebuilt as high speed cars. Car 5206 eventually received K43 control. Following the cessation of train operation, some cars received Van Dorn couplers in place of the Westinghouse design. Cars 5274-5279 were fitted with bucket seats and were assigned to Ingram Car House. Many of the low-speed cars were out of service prior to World War II, but were restored to service during the war. Need for them evaporated with the end of the war, and they were placed in storage, and then scrapped between 1946 and 1952. Most high-speed MU cars were scrapped between 1951 and 1956 because of general reduction in need owing to abandoned routes and a major labor dispute.

Group 36 Cars 5400-5464 built by Osgood-Bradley in 1924
Group 37 Cars 5500-5549 built by Osgood Bradley in 1926-1927
These were single cars built for one-man operation (PRC nomenclature) but actually built with conductor's stands in the middle of the cars, thus allowing for either one or two-man operation. Cars were built with K-43 control and 4 Westinghouse 514P motors, and of course, M25

trucks. Cars 5460 and 5461 were given WN drive in 1928; this double-reduction gear box was normally associated with higher speed 300 volt motors implying that those two cars probably also had a motor change at that time. The use of K43 control implies an intention to pull two-motor trailers. At least one 5500 had K35kk control. One picture has been found showing a 5500 with a Westinghouse automatic coupler on the rear for this purpose. No pictures have been found showing actual train operation. All were later rebuilt as high-speed cars. One 5400 was scrapped in 1946, the next in 1949 but most went between 1952 and 1956. Car 5432 became the traffic paint car M134 in 1957. The first 5500 was scrapped in 1949, the next in 1951, and the remainder between 1954 and 1956.

Group 38 – the six double deck cars

Car 6000 built by Pittsburgh Railways as an open trailer using the bodies of three single truck open cars (1503, 1562, 1698). Car 6000 was converted to a motor car in 1913 using Jones control with a GE C-110A master, 4 GE 247 motors. Body burnt 1925. As a trailer, it weighed 42,900 lbs. Length was given as 48'-0"; height 14'-3", capacity 112 seated, M25 trucks with 22 inch wheels.

Cars 6001-6005 built by McGuire Cummings in 1914. Jones control, Westinghouse 328 motors, M25 trucks, seats 110, length 47'-2", height 13'-8". All five were burnt at the West Park carbarn property in June 1927.

Group 39 – the three experimental 6000s from the late 1920s, All three were single-end cars.

Cars 6000 and 6001 built by Osgood Bradley (construction no. 9525) in 1928. Both cars had identical 43'-6" steel bodies. Car 6000 had Westinghouse HB control (manual notching 5 series, 4 parallel), 4 Westinghouse 1426 motors (35 h.p., 300 volts) having a balancing speed of about 38 miles per hour. and Osgood Bradley 45-66-KDA-50 trucks. Car 6001 had Westinghouse VA control (a unit switch scheme like HL or HB but with automatic progression and rate control), 1425 motors (25 h.p., 300 volts) with a speed of about 33 miles per hour, dynamic braking (first five points on the brake valve) and internal expanding air-brake shoes with automotive type drums (the sixth brake valve point)., and Timkin-Detroit model 51 trucks with worm gearing. Seating capacity of both cars was 35. Car 6000 was heavier (36,500 lbs.) than 6001 (35,000 lbs.). Both were removed from property 1940. (See Electric Railway Journal, 2 June 1928, page 888.)

Car 6002 built by Osgood-Bradley (construction no. 10180) in 1929. In contrast to the two earlier cars, this one had an aluminum frame and shell (the body was 45'-3" long), stanchions, and window frames with only 1/8 inch thick glass, reducing the total weight to 25,200 lbs. The car featured foot operated Westinghouse VA control, Westinghouse 1426 motors, dynamic and air brakes working through a lock-out relay to apply motor shaft disc brakes. The maximum operating speed was 45 miles per hour. Until the advent of the PCC car in 1936, this was the most sophisticated and fastest car in the PRC arsenal. This car was removed from the property in 1940. (See Electric Railway Journal, July, 1929, page 712.)

Group 40 Cars 2100-2101 were double-truck splice cars rebuilt from single truck trailers A4 and A76 (2100) as well as A6 and A38 (2101) in an attempt to produce a longer and less labor-intensive vehicle. Such efforts were not uncommon in the transit industry; most failed because the owner had added capital to an already obsolete vehicle. Pittsburgh 2101 entered service as a trailer in January 1913 and was recreated as a motor car six months later. Car 2101 was built in 1914. These were 49'-4", 37,000 lb., wood, 56 passenger center entrance cars on M25 trucks, and featuring Jones control and Westinghouse 328 motors. Both were burnt at the West Park property in May 1927.

Group 41 consisted of two types of single-truck cars rebuilt or acquired second-hand for lightly trafficked shuttle routes such as 29 Thornburg. In each case, these were the third cars to occupy numbers 1 through 9.

Cars 1 through 7 were closed, one-man, wooden, low-floor converted from former two-man cars 465, A120, A81, A101, A123, A111 and A91 (in order) in 1923 and 1924. All were destroyed at West Park property between 1925 and 1934.

Cars 8 and 9 were single truck, 28'-0 ½" safety cars acquired third-hand in April 1927. According to Harold Cox, *The Birney Car*, the two cars were built for the Medway and Dedham St. Ry. Co. (owner) and used on the Milford and Uxbridge St. Ry. Co. (operator), of Milford, MA, by Wason Car and Mfg. Co. in 1919 (order 103K). The Wason order consisted of four cars numbered 100-103. Following the 1924 closure of the M&U, two of the cars became Exeter, Hampton and Amesbury St. Ry. Co., Exeter, NH, cars 2 and 14. The Exeter property folded in 1926, and both cars were acquired by Pittsburgh Railways in 1927. Control: 2 K63. Motors: 2 Westinghouse 328. Truck:: Brill 79E1. Seats: 29. Weight: 29,000 lbs. Both cars burnt at West Park on May 4, 1932.

Group 42 Single truck, wood, open platform, trailer cars A78 to A177 were built by J.G. Brill in 1903 on construction no. 12716. Brill provided only the bodies; there was no matching truck order. Apparently Lord Baltimore or Peckham trucks were salvaged from older cars being scrapped. Body length: 20'0". Overall length: 28'-5". Removals from the roster encompassed the period from 1911 through 1927 but most cars were sold or scrapped in 1924 and 1925. Some rosters show trailers from A1 through A176.

Group 43 Double truck, low-floor, 44'-0" steel trailers seating 56 built by Standard Steel and delivered between November 1910 and April 1911. Trucks T-22-30. Seats: 56. Weight 23,000 lbs. Stove heat. Cars A217 and A242 were converted to motor cars and were retired as such before the remaining trailers were scrapped. All other cars in group sold or scrapped between 1931 and 1933.

Group 44 Double truck, low-floor, 44'-0" steel trailers seating 56, built by Standard Steel and delivered between June 1913 and January 1915. Only six cars were delivered after 1913. Essentially identical to Group 43 except for electric heat. Weight 22,000 lbs. Trucks T22-30. Cars A283 and A284 converted to motor cars. All remaining cars sold or scrapped in 1931-1932.

Group 45 Double truck, single-end, low-floor trailers, seating 56, built in two lots by St. Louis Car Co. Carts A300-A374 were built on construction number 1079 in 1916 and 1917. The remaining 50 trailers were built on construction number 1149 in 1918, 1919 and 1920. (Note that most car builders were overwhelmed with work during World War I and protracted deliveries were very common. As an example, see also Group 29.) Trucks: T-22-30.As trailers, these cars weighed 22,000 lbs. No more than 30 of the cars were scrapped as trailers with the A-series prefix. Most A class cars were scrapped about 1933.

Group 45B consists of double truck trailers from the A300-A424 series reconfigured as non-control motor cars for use in six-motor trains. One trailer truck was replaced with an M24 truck containing two Westinghouse 328 motors. Weight increased to 24,000 lbs. These cars were prefixed with the letter B, such as B300 … B423. Most B trailers were scrapped 1937-38.

Group 45C consists of double-truck trainers from the A300-A424 series that were rebuilt with two motors for 6-motor train service. A K-63 controller blocked to allow only series running, a headlight, and a hand brake were added as hostling controls, thereby eliminating the need for a separate locomotive in yards to couple trains. There are discrepancies between lists therefore it is uncertain how many C cars existed … a number in the low 50s is close. Most C trailers were scrapped in 1937-38.

Group 46 consists of trailers A600 to A624 built by Pittsburgh Railways in 1916. These were wooden, double-end, double-truck (archbar trucks … what else) built from two single truck trailers of A1-A179 group spliced together. Some if not all were motorized and renumbered in the B600-B624 series. Most were retired between 1925 and 1928.

PCC CARS

Group 47 Car 100 built by St. Louis Car Co., 1936

Group 48 Cars 1000-1099 built by St. Louis Car Co., 1937

Group 49 Cars 1100-1199 built by St. Louis Car Co., 1937-1938

Group 50 Cars 1200-1299 built by St. Louis Car Co. 1940

Group 51 Cars 1400-1499 built by St. Louis Car Co. 1942

Group 52 Cars 1500-1564 built by St. Louis Car Co. 1944-1945

Group 53 Car 1600 built by St. Louis 1945 - all-electric

Group 54 Car 1601-1699 St. Louis 1945 – 1946 (1699 only).

Group 55 Cars 1700-1799 built St. Louis Car Co. 1948 (car 1700 only) – 1949.