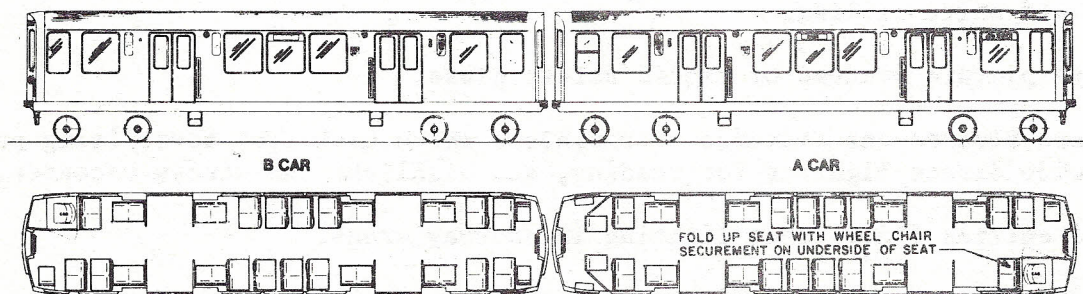
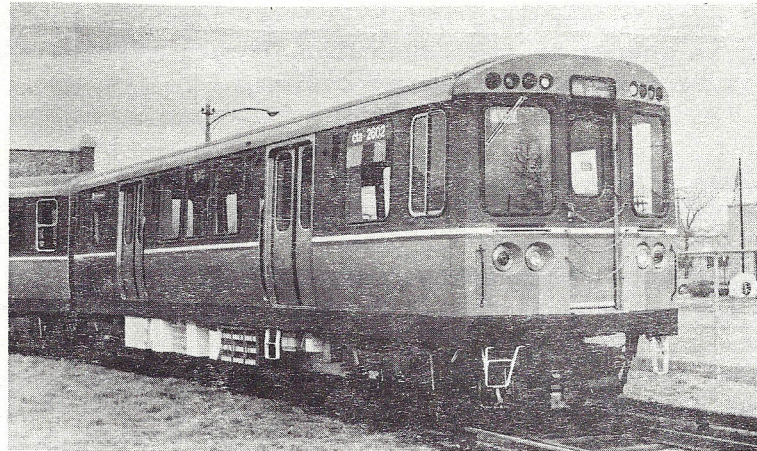


**Chicago Transit Authority**  
**General Operations Division**

**Rail System | GOM 81-6**

**Passenger cars | 3-17-81**  
**2600 series**



Car Builder: Budd Co.

Contract Date: Dec. 28, 1978

Bid Price: \$444,295/car for 300 cars (inflationary costs to be added)

Delivery of Prototype cars: March, 1981

Last Car Delivery Before: December, 1984

Length 48 ft.

Height 12 ft.

Width 8'8" platform level  
9'4" window sill

Weight 54,300 lbs.

Balance Speed - 70 mph

Max. Acceleration - 3.2 mphps

Max. Service Brake - 3.2 mphps

28" Steel Wheels with Damping Rings on all cars -  
Standard Steel Co.

Construction - Stainless Steel

Trucks - Wegmann

Propulsion  
System

General Electric, SCM Cam Control with 4-1262A1, 110HP  
traction motors & GE GA73B1 parallel drive gear boxes

Friction  
Brakes

New York Air Brake - Disc Type  
Spring Applied - Hydraulic Release

Track  
Brakes

Knorr Brake Corp.

Motor Alternator - Krupp

Low Voltage

Supply & Battery  
Charger

NIFE

Air Conditioning  
& Controls

TRANE

Passenger capacity, seated: "A" car, 43 (with  
conductor position and without wheelchair);  
"B" car, 49

All cars have hollow axles



### 2600 Series Rail Cars - Specifications

The current order for new 2600 series cars will replace outmoded cars 30 years old. They will be delivered between 1981 and 1984. CTA will then have 812 air conditioned cars in service, which is more than 2/3 the total active fleet. Funding is shared by the Urban Mass Transportation Administration and the Illinois Department of Transportation.

Exterior stainless steel bodies accented by red, white and blue vinyl striping --as a reminder of the colors of our nation and the City of Chicago.

Inside decor - reflects the preferences of CTA riders, as determined by city wide survey in 1971 when public opinion was sought for new transit equipment.

Seats - brown and orange padded cushions in contoured fiberglass shells. 92 seats in each pair of cars.

Dusky walnut woodgrain pattern of lower side walls, beige upper walls and off white ceiling.

Large picture windows of tinted safety glass.

Modern fluorescent fixtures over windows which backlight advertising panels, provide direct lighting for reading, and highlight the window recesses.

Full ceiling fluorescent lighting in doorway areas.

Sliding doors provide 50 inches of clearance for boarding and alighting.

Expanded public address system that makes provision for announcements to persons waiting on station platform, as well as to riders inside.

On the outside of each car, there are four speakers - one adjacent to each doorway.

Inside each car, there are six ceiling speakers, twice as many as on older cars.

Substantially reduced noise levels have been achieved through the use of fiberglass insulation throughout the walls and ceilings of each car.

Isolation of the body from the underframe by the use of rubber, which muffles noise as well as minimizes vibration.

Vibration is further reduced through the extensive use of rubber in the construction of the car trucks which support axles, wheels and motors.

The air comfort system is designed to maintain a temperature of 65 degrees in winter and 72 degrees in summer.

One seat in the A car folds to accommodate a wheelchair.