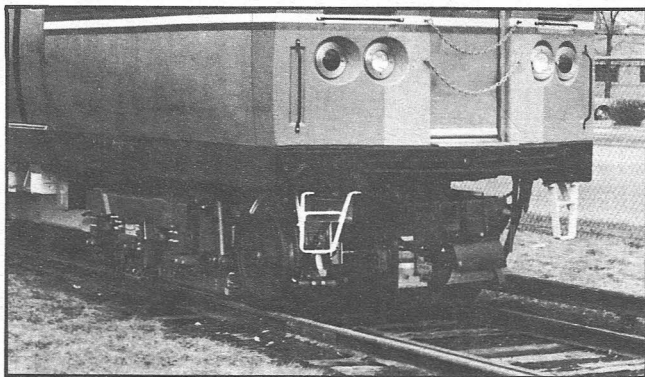


Riding in style



CTA's new 2600-series rapid transit cars



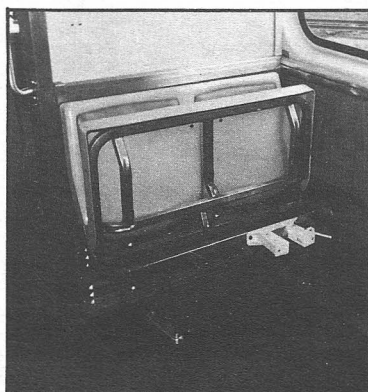
Improved truck design and fiberglass insulation for a quieter ride.



Wide sliding doors for ease of entry and exit; picture windows for a panoramic view.



Comfortable padded vinyl seats in fiberglass shells.



Folding seat with wheelchair locking device.

Riding in style with CTA means riding aboard the new, more comfortable 2600-series rapid transit cars serving Chicago's transportation network.

These light-weight, stainless-steel, air-conditioned cars, built by The Budd Company of Philadelphia, are now being delivered to CTA. A total of 300 of these new cars will become part of CTA's rolling stock by 1984, and an additional order of 300 cars will be in service by 1986.

One hundred of these cars will serve riders on the O'Hare Extension service, which will extend CTA's Milwaukee line to O'Hare International Airport in early 1983. The remaining cars will replace older equipment throughout CTA's rapid transit system.

Rider comfort and convenience features were given primary consideration in the design of the new cars. These sleek-looking, streamlined cars are equipped with an air comfort system designed to maintain a temperature of 65 degrees in winter and 72 degrees in the summer. Ninety-two padded cushions in contoured fiberglass shells in each 2-car unit provide comfortable seating.

Riders may board quickly through sliding doors which provide up to 50 inches of clearance for passengers. The wide doors also provide accessibility for passengers using wheelchairs. Riders will know immediately where service aboard a train is available for the handicapped by the wheelchair logo displayed both on the interior and exterior of the car. One fold-up seat makes room for a wheelchair secured by a locking device. On the O'Hare

Extension service, this fold-up seat also provides a space where passengers may store luggage during their trip to or from the airport.

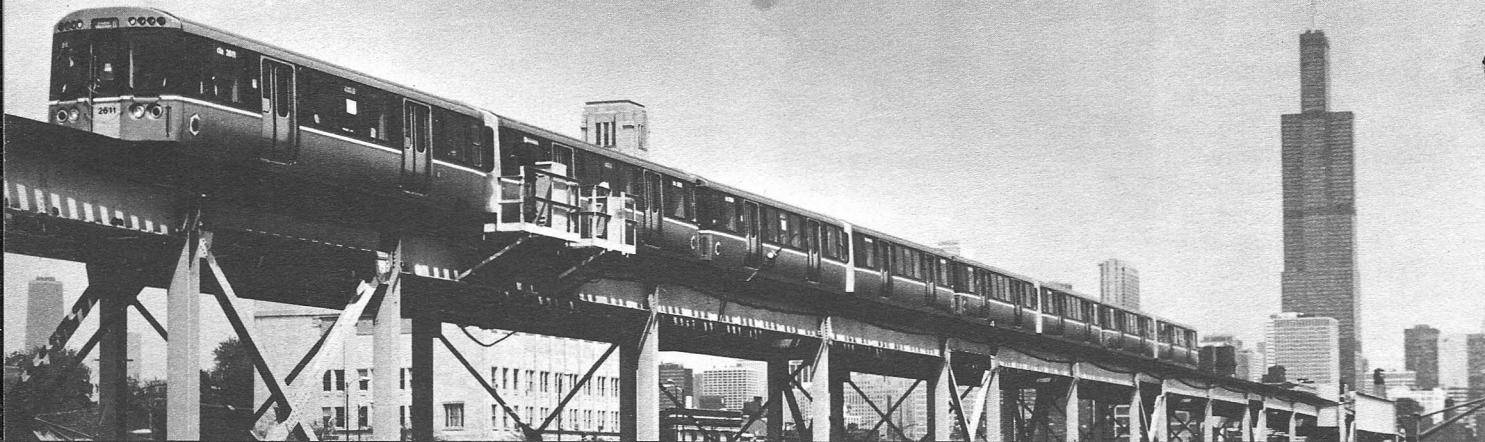
Other features include modern fluorescent lighting in doorway areas and fluorescent fixtures over windows, which backlight advertising panels and provide direct lighting for reading. A more panoramic view greets the rider through larger picture windows of tinted safety glass.

The manufacturer has achieved a reduced noise level in the 2600-series cars through the use of fiberglass insulation throughout the walls and ceilings, and extensive use of rubber in the construction of the car trucks which support axles, wheels, and motors. An improved public address system can be easily heard by persons waiting on station platforms, as well as riders already aboard.

The attractive exterior bodies of the 2600-series cars are accented by red, white and blue vinyl striping, the colors of our nation and the City of Chicago, while the interior decor tastefully reflects the preferences of CTA riders as determined by a city-wide survey conducted in 1971: brown and orange seats; dusky walnut woodgrain pattern on lower side walls; beige upper walls; off-white ceilings.

The purchase of the new rapid transit cars is part of CTA's on-going capital development program, and was funded by the U.S. Department of Transportation and the Illinois Department of Transportation.

CTA's new 2600-series rapid transit cars



Features:

- ★ Air comfort system maintaining 72 degrees in summer, 68 degrees in winter.
- ★ Padded seat cushions in fiberglass shells.
- ★ Fluorescent lighting.
- ★ Large picture windows.
- ★ Reduced noise levels.
- ★ Improved public address system.
- ★ Wide sliding doors for ease of entry/exit.
- ★ Wheelchair accessibility and locking device.
- ★ Attractive interior and exterior styling.

Issued June, 1982, by the Chicago Transit Authority,
Public Affairs Department.

Specifications:

Length	48 ft.
Height	12 ft.
Width	8 ft. 8 in. (platform) 9 ft. 4 in. (window sill)
Weight	54,300 lbs.
Seats	92 per pair
Construction	Stainless Steel
Propulsion	Electric with 110 horsepower traction motors
Balance Speed	70 miles per hour
Max. Acceleration	3.2 miles per hour per second
Max. Service Brake	3.2 miles per hour per second