



# Rider's Reader



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## FOR *Safety* AND *Economy*

**ECONOMY AND SAFETY** are two important words to Chicago Transit Authority and to its riders. Efficient, economical operation of vehicles is proper, business-like procedure. Safe vehicles mean proper protection for our riders.

An example of what CTA is doing to increase the efficiency of vehicle performance and insure passenger safety is the inspection given to gas buses every 2,000 miles of travel, and the thorough check-up made every 6,000 miles.

When a bus has completed each 2,000 miles of service, it is given an "A" inspection, which includes a check of the brakes, doors, windshield wipers, steering apparatus, seats and engine. At each 6,000 mile mark, the bus is brought into the Inspection department at a CTA station where it is completely inspected, top to bottom, inside and out, by several experts at this type of work.

Frequent bus inspection allows CTA to correct defects, that, although not hampering the operation of the bus at the time, could lead to serious mechanical trouble. This type of trouble could be extremely costly and cause delays in service.

When the bus has been completely checked, repaired and put in perfect running condition, it is again ready to resume its job of transporting CTA passengers—safely and efficiently—to their destinations.

### **HEADLINE EVENTS** **served by CTA LINES**

**SHOWS**—Chicago Outdoors Show, featuring travel, hobbies, sports, boat and trailer exhibits. At Navy Pier, 1 to 11 p.m. Feb. 10-19.

Chicago Automobile Show, sponsored by Chicago Automobile Trade Assn., at International Amphitheater, 42nd and Halsted Sts., Hours 11 a.m. to 11 p.m. Feb. 18-26.

**MUSIC**—Chicago Symphony Orchestra "Pop" concerts. 8th Street Theater, 741 South Wabash. Every Wednesday, 8 to 9 p.m. Tickets free at 111 West Washington Blvd.

**HOCKEY**—Chicago Blackhawks, Home games, Chicago Stadium, 1800 West Madison. 8 p.m.



## It's Small But Important

SOMETIME you may have been boarding a transit vehicle and had to wait for what seemed like ages to reach the conductor, bus operator or station agent. Then you may have discovered that the wait was due to some fellow passenger ahead giving the transit employee a crumpled transfer which had to be unfolded or pieced together before being readable.

The delay occasioned by this unthinking action is small. But when such a situation occurs, it often causes hard feelings, and your trip, as well as the trips of other passengers, is much slower.

A transfer is a little thing, but it is important to you in completing your ride. A transfer is valid only when properly punched or stamped.

There is a remedy for this situation and it's very simple:

When you present a neat transfer which can be checked quickly by the operator, it speeds everyone's trip and keeps tempers under control. Don't fold or crumple the transfer so that it takes time to find out if it's a theater pass or actually a transfer.

## Know Your CTA

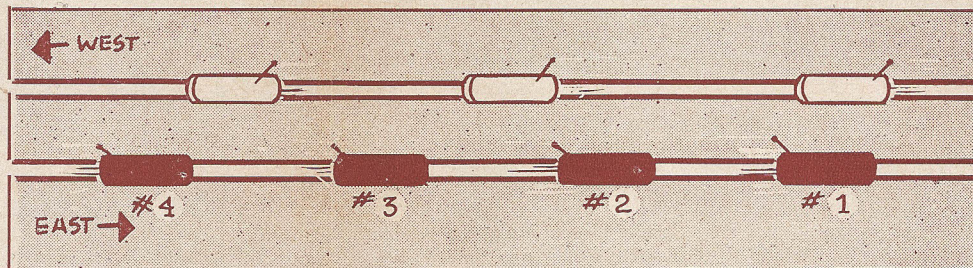
The CTA carries more people daily and yearly than all the Class I railroads, combined. (In 1948, the CTA had 963 million riders and the Class I railways had 643 million, including their suburban business.)

*Among the questions asked in the examination of an applicant for a place on the local police force was: "What would you do to disperse a crowd quickly and quietly?"*

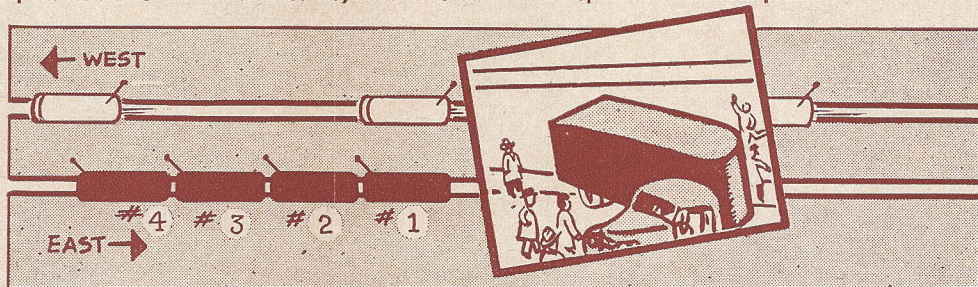
*The answer: "I'd pass the hat."*



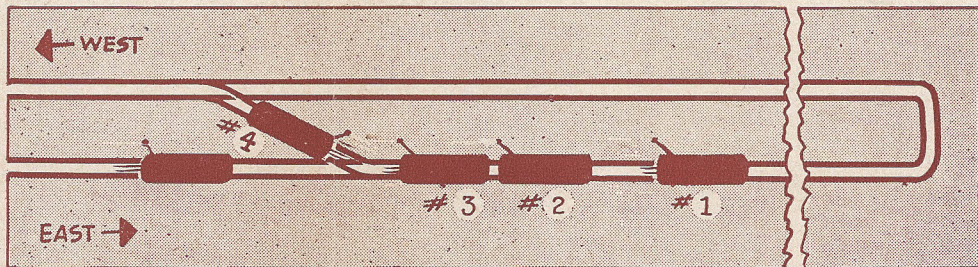
## WHY SWITCHBACKS ARE SOMETIMES NECESSARY....



In order to provide efficient service, CTA streetcars and buses are scheduled to operate evenly spaced . . . But circumstances beyond CTA's control can spoil the best laid plans.



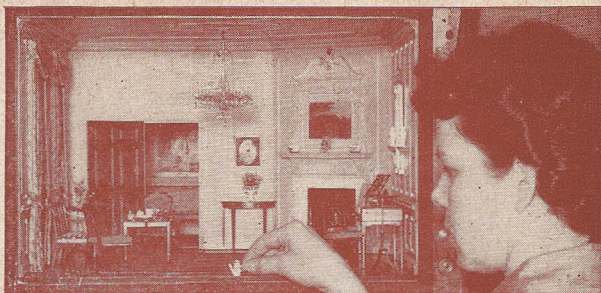
For instance, an accident may occur, an auto or truck may be illegally parked, or a fire may block the traffic on the eastbound tracks of an east-west line . . . The eastbound streetcars are delayed and bunch up.



Because of the delay, no streetcars have arrived at the eastern terminal. Therefore there are no streetcars available to operate westbound . . . In order to fill the gap in service, Streetcar No. 4 is switched back to the westbound track (after transferring its passengers to Streetcar No. 3). The other streetcars space out on the street.

ONCE MORE EVERYTHING IS GOING SMOOTHLY—WITH NO GAPS IN SERVICE ON EITHER TRACK.





## Chicago's Loop Museum

THE magnificent museums, libraries, conservatories, etc., available every day to local residents are never more appreciated than when we have out-of-town visitors who want to learn about Chicago. Our civic pride is usually "filled to the brim" as we take our guests to famous places located in every section of the city.

Probably the first of these famous sites you visit is Chicago's Loop Museum, the Art Institute, located on Michigan avenue at Adams street, where visitors are able to view one of the finest art collections in the world. To augment the permanent collection, special temporary ex-

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Every weekday the Art Institute is open from 9:00 a.m. to 5:00 p.m. On Sunday it is open from 12:00 noon to 5:00 p.m. Wednesday, Saturday and Sunday the admission is free.

## Dangerous Fun

NO one wants to prevent youngsters from enjoying themselves. And much of their enjoyment is found in playing in the snow or participating in various types of ball games.

However, parents know that sometimes these activities can be dangerous to persons and damaging to public and private property.

Have you ever had a baseball or rock thrown through your home window? If so, then you have first-hand knowledge of the damage that can be done. Consider

how much greater the damage is when one of these objects hits a bus, streetcar or "L" train.

CTA passengers and employees are often the targets of these youngsters.

During a one year period there were 764 objects (snowballs, rocks, baseballs, etc.) thrown at CTA vehicles, resulting in 580 injuries to passengers and employees. Many of these injuries were serious enough to hospitalize the victims or prevent them from working for several days. All of them were unnecessary.