



Rider's Reader

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Plan a Sunday Outing

WHAT'S your favorite Sunday pastime? Now that Spring is here and Summer is just around the corner, Sundays for you and your family will probably be spent visiting famous Chicago locations, relatives and friends, or taking in a ball game.

Chicagoans have a limitless range of attractions and facilities available for Sunday enjoyment to please all the family. Theaters, parks, music, sports, museums are just a few of the many entertainment features for local residents.

Wherever you plan to go on that after-church, Sunday outing, you and the family will be sure of dependable and safe transportation when traveling on Chicago Transit Authority vehicles.

Complete CTA Consolidation

CONSOLIDATION of the separate departments of Chicago Transit Authority's two predecessor companies was completed April 1, 1950, with the unification of the transportation departments of the surface and rapid transit systems.

Departments previously consolidated by CTA include legal, financial, purchasing, accident prevention and

training, schedules and traffic, employment, medical, claim, shops and equipment, electrical, and way and structures. Consolidation of departments and activities was started shortly after CTA began operating Chicago's major local transit systems on October 1, 1947.

Also on April 1, the north and south side rapid transit routes, which formerly operated as separate divisions, were consolidated as the north-south section, rapid transit system.

Her SMILE Will Be Missed

MANY passengers who ride the same CTA vehicles every day, or board at the same "L" station, have built up warm friendships with "their" conductors, bus operators and station agents.

An example of this friendship was illustrated when Ticket Agent Bess Reilly retired from her post at Canal street, one of the CTA's busiest "L" stations. Miss Reilly's retirement day was both a sad and happy occa-



"A warm friendship"
Miss Bess Reilly

sion for her many "customers." Their expressions of regret at seeing her leave

HEADLINE EVENTS served by CTA LINES

BASEBALL — *Chicago Cubs* — Home Games—Wrigley Field, Clark and Addison. 1:30 p.m. *Chicago White Sox* — Home Games—Comiskey Park, 35th and Shields. 1:30 p.m.

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

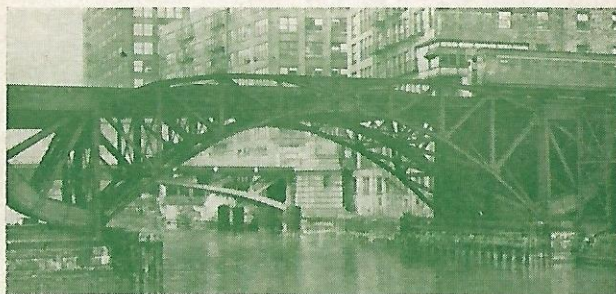
AMUSEMENT — *Circus* — Chicago Stadium, 1800 W. Madison. April 21-May 7. No Monday performance.

were combined with best wishes for her future, as stated in a letter CTA received, which said:

"All of us who scramble through the turnstile at Canal street are going to miss Bess Reilly, who has retired.

She never seemed to lose her temper. Many a bleak, dismal day was turned into one of sunshine because you met Bess Reilly at the start of your business day.

THE "MET" BRIDGE



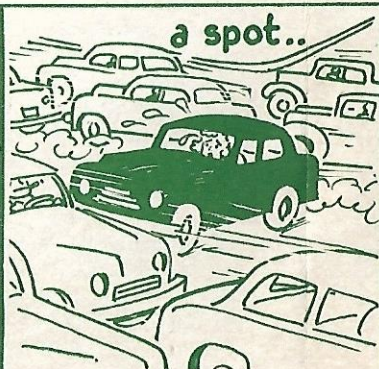
TO the majority of people it would sound odd to say that Chicago Transit Authority is concerned about ship transportation — yet, this statement is quite true. At three locations where elevated trains enter the Loop, they operate across river bridges. To insure the safety of our thousands of daily passengers requires the attention of 12 CTA bridge tenders and towermen.

The Lake street and Wells street bridges are operated by the city, with CTA men in their own towers cooperating to make certain that the bridge is not opened before the tracks are cleared. But the "Met" bridge, located be-

tween Jackson and Van Buren, is the responsibility solely of CTA.

The Met bridge was built in 1894 and constructed in four leaves instead of two so that it would be possible to make repairs on one portion of the bridge and continue operating trains on the other portion. To keep it in perfect running condition, a CTA interlocking maintainer makes a weekly check on the locking mechanism, as well as a daily check on the signal operation. Every two weeks an armature winder and his helper check the motors. Extra motors are always on hand at the CTA Throop street shop for emergency use.

Have you ever...
been in...



Chicago Needs Mass Transportation

ON a typical weekday during 1949, the Madison streetcar line carried approximately 6,000 passengers eastbound through the Ogden avenue intersection during one hour of the morning rush period.

Observations in Chicago over the years show that the average passenger load per private auto is 1.75 persons per vehicle. If all of the 6,000 transit passengers traveled by private automobile, it would require 3,500 vehicles moving in one direction in 10 lanes of traffic. Traveling at a speed of 20 miles per hour, the lines of autos would extend for nine and one-half miles.

For Recreation Seekers

TO help Chicagoland recreation seekers CTA recently prepared a new guide leaflet, "See Chicago," which is now ready for distribution to the general public, free of charge.

This guide offers helpful suggestions on where to go, what to see, and how to get there. To get your copy, write or visit CTA, 79 W. Monroe

Spring—Season For Shopping

SPRING isn't only in the air — it's here! And with the arrival of Spring there is the urge to make that long-awaited shopping spree for the latest styles in clothes and home furnishings.

Whether you plan to shop in the Loop or your community center, avoid traffic jitters and parking worries by using CTA vehicles.

When you shop via CTA, you shop the easy way! Travel is best for shoppers between 10 a.m. and 4 p.m., and after evening rush hours.



Young CTA Shopper

ANNETTE HOFF, nine years old, of Harwood Heights, is probably CTA's youngest shopper. Everyday after she arrives home from her third grade class at school, Annette does the shopping for her mother, traveling seven blocks to and from the grocery store on CTA vehicles. Annette, who has been doing her mother's shopping since she was seven years of age, has learned from experience that CTA employees, such as *Bus Operator Henry Holzem*, are courteous and helpful.

Missionary: "Why do you look at me so intently?"

Cannibal: "I am the food inspector."