



Rider's Reader



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“Four Score and Seven Years Ago...”



“FOUR SCORE and seven years ago” Abraham Lincoln dedicated the soldiers' cemetery at Gettysburg, Pennsylvania, with the famous address that begins with those very words. To mark this anniversary the Chicago Historical Society, in Lincoln Park at North Avenue and Clark Street, is exhibiting all five copies of the Gettysburg Address in Lincoln's handwriting. The exhibit opens November 19, the exact date of the Address, and extends through November 30.

Contrary to widespread belief, Lincoln did not write his immortal speech on a scrap of paper while on the way to Gettysburg. Instead, he prepared it carefully, well in advance of the event, and made a fair copy on the day of the dedication. Afterward, for various reasons, he made three additional copies. These five copies, each differing slightly from each other, are now owned by the Library of Congress, the Illinois State Historical Lib-

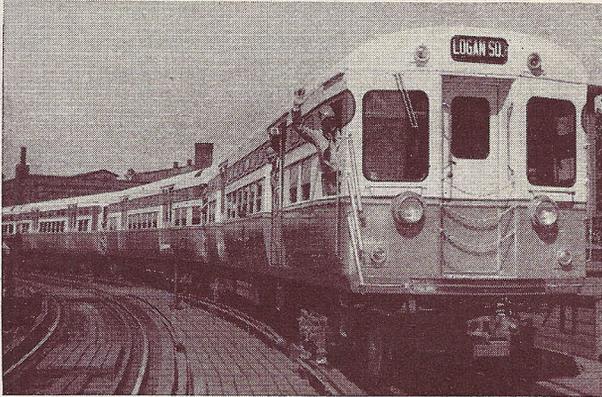
rary, Cornell University, and the Hon. Oscar B. Cintas of Havana, Cuba, and are being lent to the Chicago Historical Society for this exhibit. They have never been shown together before.

Although literally priceless, these five documents would be valued at close to half a million dollars. They are being brought to Chicago by special couriers, and will be kept under armed guard at all times.

In order to give everyone an opportunity to see this unique exhibit, the Chicago Historical Society will be open in the evenings until 9:30 (except on Saturdays and Sundays) and will be open on Thanksgiving Day from 12:30 to 5:30. Admission is free except on Sundays, when the charge is 25 cents plus 5 cents tax.

CTA lines on Clark Street and North Avenue, take visitors to the Chicago Historical Society's door.

FIRST NEW "L" CARS IN SERVICE



NEW elevated-subway cars purchased by CTA are designed to provide safe, fast, comfortable service.

THE first new cars of a total purchase of 200 elevated-subway vehicles were recently delivered to Chicago Transit Authority and are now in service on the Logan Square branch of the rapid transit system. Arrival of the new cars marks another major step in CTA's efforts to give Chicago modern, efficient local transportation.

These all-metal cars are 48 feet long and have a seating capacity of 51 passengers. For improved riding comfort, the new vehicles feature forced ventilating and air heating systems, modern light fixtures, noise-proofed insulation and wider aisle and seat space.

The cars have dynamic motor brakes as well as large

automotive-type drum brakes on each motor shaft. An added safety feature are trip devices which automatically apply the brakes should a right-of-way signal be disregarded.

Top operating speed is 45 miles per hour and the cars accelerate or decelerate smoothly at the rate of three miles per hour per second. They operate in pairs or multiples of two which permitted the elimination of one motorman's cab from each car.

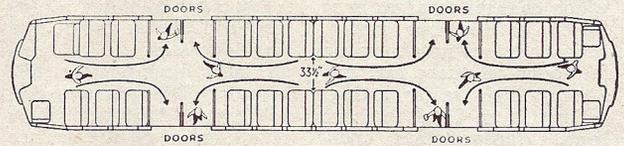
The balance of the new cars will continue to arrive during the next several months, with delivery of the entire 200 vehicles to be completed by May 1, 1951.

STEPS IN THE RIGHT DIRECTION—ALWAYS

SEATS on the 200 new elevated-subway cars purchased by CTA are arranged for the convenience and comfort of the passengers. They are placed so that a passenger is always facing a door which is never more than 11 feet away. This enables a passenger, no matter where he sits in the car, to rise and walk directly to the nearest exit, without having to turn around in the aisle. It guarantees a minimum of congestion by allowing an easier movement to and from the doors. Hand grips are

located on the back of each seat for the convenience of passengers as they walk down the aisle.

Each of the cars has four entrance-exit doors, two on each side of the vehicle. These are located one-quarter of a car length from each end of the car. Doors are double, permitting passengers to enter and exit simultaneously in two separate lines. Equipped with sensitive rubber edges, the doors open automatically should they come in contact with an object while closing.



HEADLINE EVENTS served by CTA LINES

PROFESSIONAL FOOTBALL

Chicago Bears — Home Games—Wrigley Field, Addison & Clark, 1:30 p.m.

Chicago Cardinals—Home Games — Comiskey Park, 35th & Shields, 1:30 p.m.

COLLEGE FOOTBALL

Northwestern University—Home Games—Dyche Stadium, 1525 Central avenue, Evanston, Illinois, 1:30 p.m.

MUSIC — Chicago Symphony Orchestra — Orchestra Hall,

220 S. Michigan. Symphony programs on Thursdays at 8:15 p.m. and on Fridays at 2:15 p.m.

A Tip to Riders

IF you are northbound on Clark or State street from the Loop during the evening rush hour, and your destination is south of 2700 north, you will be able to avoid crowds, congestion and have a more comfortable trip by riding the No. 22 Clark-Schubert car on Clark street or the No. 36 Clark-Schubert car operating on State street.

Bill Saver says: 

SAVE YOUR CAR... SAVE YOUR TIRES SAVE YOUR MONEY TOO RIDE CTA LINES

BUS PURCHASES MAKE TRANSIT HISTORY

CHICAGO TRANSIT AUTHORITY became the first transit organization to order an entire fleet of propane-fueled motor buses recently when contracts were placed for the purchase of 500 propane vehicles. CTA also made transit history when it placed an order for 349 new trolley buses. This is the largest order for electric buses ever made by a transit company in the United States.

Propane is a non-strategic by-product of gasoline. In the bus fuel tank it is in the form of a liquified petroleum which changes to a gas as it travels to the bus motor. Propane leaves no obnoxious fuel odor or smoke and has a very high safety rating, making it an ideal fuel for local transportation operations.

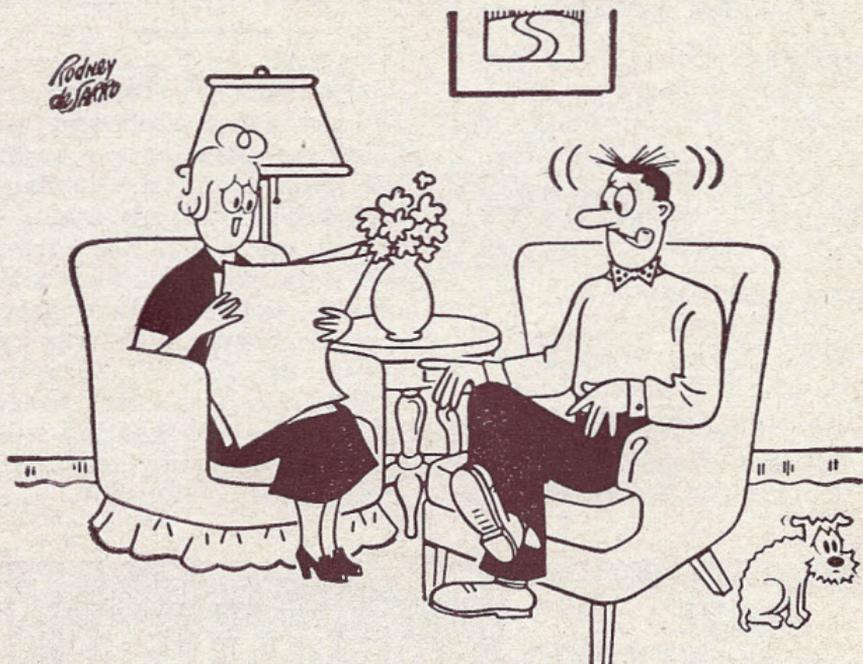
Delivery of the 500 propane buses is expected to be

completed by May 1, 1951.

The 349 trolley buses ordered by CTA will seat 49 passengers and will be equipped with the latest features to assure comfortable transportation. They will begin arriving February 1, 1951, at the rate of 25 to 40 per month, and complete delivery is expected to be completed by the end of one year.

A CTA FACT

NEW noise-insulated streetcars and motor buses, and silent-operating trolley buses are now operating on 822 miles of CTA streetcar and bus routes. At present 60% of all rides on the surface system start on routes equipped with modern CTA streetcars or buses.



"They'll wait a long time before I'll pay \$25 for a pair of shoes --- say, here's a cute pair for only \$24.50!"