

ELEVATED NEWS

SAFETY

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Chicago, Illinois

Dec., 1915

A news sheet issued for the purpose of acquainting the people of Chicago with their Elevated Railroad System

THE ELEVATED RAILROADS' CONTRIBUTION TO THE CITY'S SAFETY AND CIVIC BEAUTY.

The Elevated Railroads' active part in promoting the "Safety First" and "Civic Improvement" movements is demonstrated in a practical manner in the new four-track elevation for a distance of four miles north of Wilson Avenue on the Evanston Division of the Northwestern Elevated. The tracks and right-of-way north of Wilson Avenue are the property of the Chicago, Milwaukee & St. Paul Ry. Co. The trains are operated over these tracks under an agreement between the St. Paul Company and the Northwestern Elevated Railroad Company. The work of elevating the tracks is being performed by the St. Paul Company.

A few years ago the tracks were elevated from the city limits north through Evanston for about two miles. The track elevation and improvements now under way will be completed at a cost of over \$3,000,000 and, with the work done in Evanston, will make a total investment of over \$4,000,000 for track elevation on the Northwestern Line.

This large investment will eliminate forty-eight street crossings within a distance of six miles; it will prevent all crossing accidents; it will permit a much higher average rate of speed; and it will shorten the time of travel to all North Shore suburbs. The plan is to use the third track when built for express service from Howard Street, or the city limits, to the loop.

In addition to these many advantages, the track elevation will beautify the North Shore district and increase the value of adjoining property, and

it will also guarantee perfect safety to the thousands of people who cross this stretch of track daily.

If you haven't observed the construction work, it will be interesting to know how the work is being done. The tracks are being elevated by the modern embankment method, with concrete retaining walls and abutments, and with reinforced concrete bridges over the intersecting streets.

A great deal of attention has been given to a style of construction which would not mar the attractiveness of this section of the city. The concrete retaining walls extend in a straight line, with an almost pure-white finish. They are sixteen feet above the ground, with a substantial base extending four feet beneath the surface. There will be no unsightly poles along the new roadbed, as all the old poles will be removed as soon as the third rail is installed. The feeder cables will be removed from the poles and placed in vitrified tile conduit laid in the concrete walls.

Attractive arch bridges will be placed on all cross streets. There will be no steel beams, or iron structural work exposed. The floors of the bridges will be of solid concrete slabs about three feet thick, heavily reinforced with concealed steel bars, which will be thoroughly waterproofed.

In addition there will be about twelve inches of ballast under the ties on the bridges, which arrangement makes a comparatively noiseless and comfortable riding roadbed. Drains are provided in the concrete, which carry the storm water back of the abutments into catch basins connected with the street sewers.

Attractive and commodious brick stations will be constructed beneath the tracks, with reinforced concrete stairways leading to roomy island platforms. In the four miles of new elevated track there will be nine stations, designed to meet the public demand for comfort and convenience.

The right-of-way on this stretch of the line is on the average sixty feet wide, which will permit the laying of four tracks on the elevation. When this work was started the big problem was how to handle the intricate work involved on a comparatively narrow right-of-way, and, maintain without interruption, the regular passenger traffic. However, the problem was solved by moving the two passenger tracks to the extreme west side of the right-of-way and building temporary stations, giving the work trains a chance to serve the building of the retaining walls on the east side. As fast as this wall is built a pile trestle is constructed between the passenger tracks and the wall, and a track laid full length. This trestle is used by the dirt trains for filling in the east side of the right-of-way and for

handling material for the concrete bridges. When enough piling is in place and the east track is laid, the elevated trains will be switched to the elevated tracks, one on the fill and one on the trestle. The rest of the work can then go on uninterrupted.

As the work of building the retaining walls and the trestle progressed, operating the passenger trains on such close interval became more and more of a problem and new difficulties continually presented themselves. Certain stations had to be moved to enable the construction work to be performed. As the walls and trestle work were constructed, the view of the motormen on the trains and the view of vehicles and pedestrians approaching the crossings was obstructed. To safeguard the crossings additional crossing flagmen were put on. Before the track elevation there was a total of ninety-three of these crossing flagmen between Wilson Avenue and Howard Street, and there are now 153. One man is assigned to take charge of each crossing, and this man has a whistle with which he controls the movement of traffic practically the same way as the downtown traffic is controlled by the traffic police officers. There is both a day and night foreman who spends his entire time looking after these crossing flagmen and crossings.

On account of the pile drivers and work trains a great deal of single-track movement has been necessary. In order to reduce the distance of the single-track movement and thus eliminate long delays to the service, a large number of temporary cross-overs were installed. There is a special train-master, both day and night, who devotes his entire attention to the operation of trains and these special track movements between Wilson Avenue and Howard Street. Any unusual movement of trains is made under the personal supervision of these train-masters.

All the dirt filling has been brought in after midnight and, as far as possible, all switching of work trains and equipment has been made after midnight, so that it will not interfere with the operation of passenger trains during the day time. On account of the construction work one of the storage tracks near Howard Street station was abandoned and this accounts for some of the delay at this point.

Between Pratt Avenue and Kenilworth Avenue, in Rogers Park, the surface tracks occupy the east half of Southport Avenue. It would be impossible to elevate more than two tracks on the part of the street now occupied. As the ultimate plan calls for a four-track road, which would require all of the street, an agreement was made with the city whereby the railroad company purchased sufficient prop-

erty along the west side of _____ permit a right of way, varying from _____ to ninety-five feet in width, with a street thirty feet wide to be constructed by the railroad company, on each side of the new right of way.

The efforts for this year will be toward getting the two passenger tracks elevated for the whole distance. It will be impossible to do this in a permanent form, and some work will be of a temporary nature, such as stations, subways, etc., which will be completed in permanent form in 1916.

ELEVATED NEWS PRIZE CONTEST

Win a Cash Prize by Simply Writing a Letter

Tell how the Elevated or its employes have been of service to you; or how the Elevated has added to your pleasure; or made it easy for you to see interesting parts of Chicago; or how it has helped you fill important business engagements, catch trains, entertain your visitors, aided you in performing your work; or been of some service which you greatly appreciated.

What we want are actual experiences of Chicago people in using the Elevated, either for business or pleasure. There are many people who use it for outings in the parks and pleasure trips to the suburbs; others in visiting their friends in various parts of the city and taking trips to see Chicago.

All you have to do it to write a letter and tell your experience in 200 words or less; but it must be a true experience. The contest is open to everybody and closes December 31, 1915.

The person sending in the best letter on "An Experience with Elevated Service" (telling how the Elevated has helped him in some way) will be awarded a cash prize of \$25.00; the person sending in the next best letter, a cash prize of \$15.00; and the third, a cash prize of \$10.00.

Write your letter to-day. Don't put it off—you may forget about it. Every one has an equal chance. Write on one side of the paper and mail it not later than December 31st, to Contest Editor, Elevated News, Room 1247, Edison Building, Chicago.

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MAP OF THE LOOP DISTRICT



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