

New York City Area Leads the Way in Elevated Highways

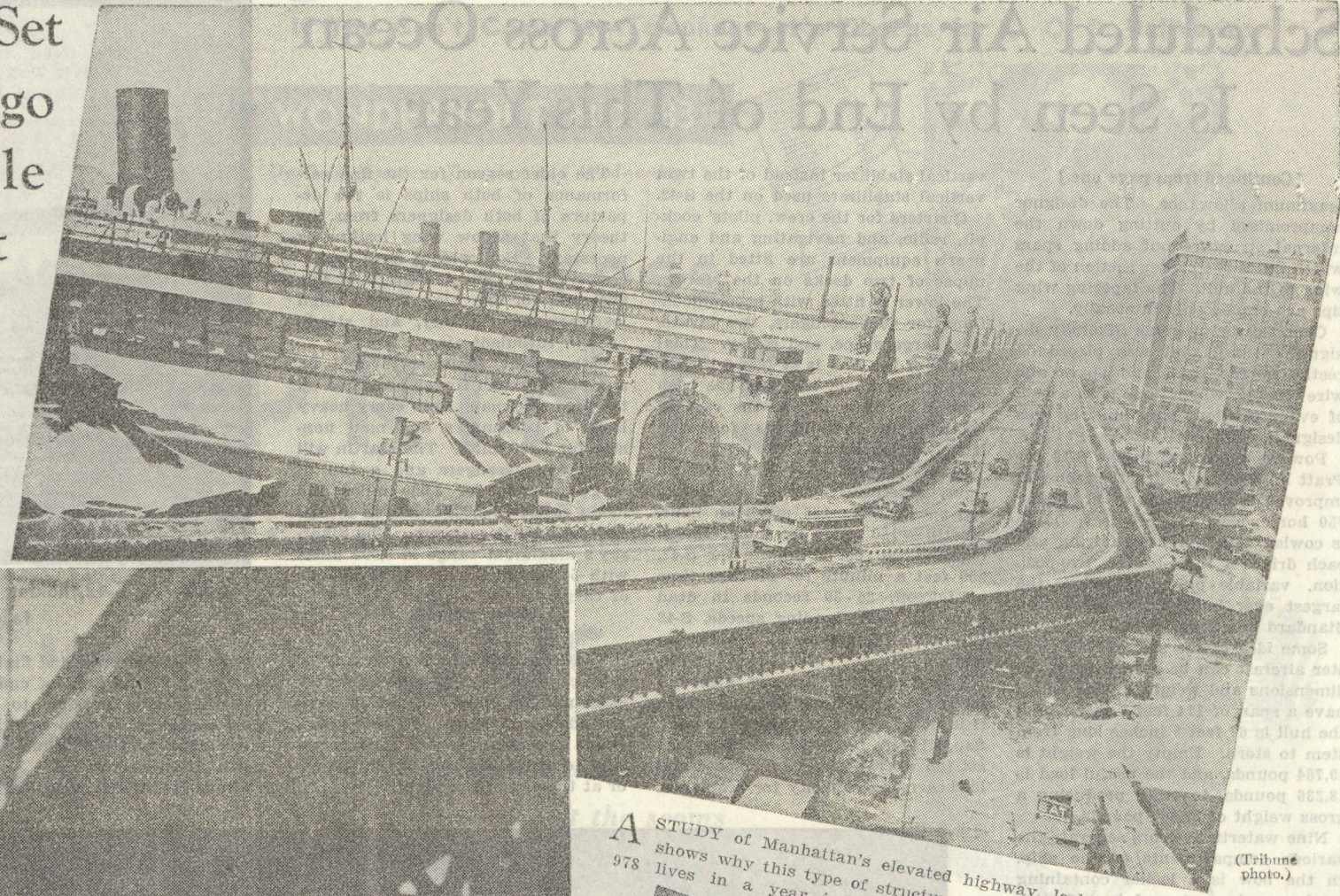


Example Set for Chicago by People of East

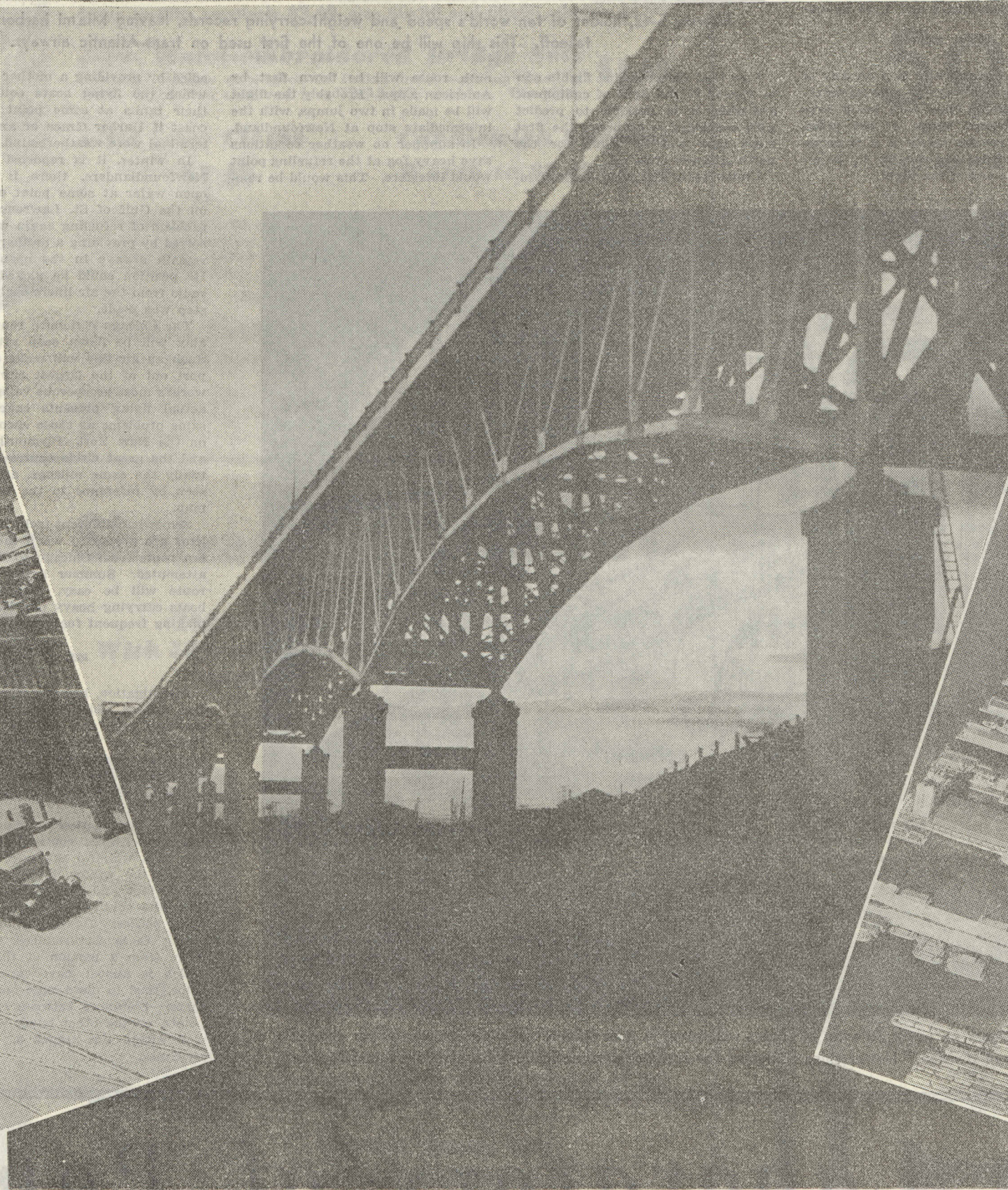
THIS is Manhattan's west side elevated highway, looking south from 23d street. It is for a system of facilities of this type, for safe and rapid motor transportation, that Chicagoans are seeking a \$100,000,000 grant from President Roosevelt's proposed \$4,880,000,000 work relief appropriation. This grant would build 150 miles of superhighway in Chicago.



AT RIGHT: This illustrates the benefits of elevated highways to trucking, even with the trucks barred from the structures, as proposed for most of the mileage in Chicago's projected system. In this scene on New York's west side it will be noted that the freight carriers have a use of the surface pavement free from the congestion of passenger cars that are traveling at higher speeds on the upper deck.

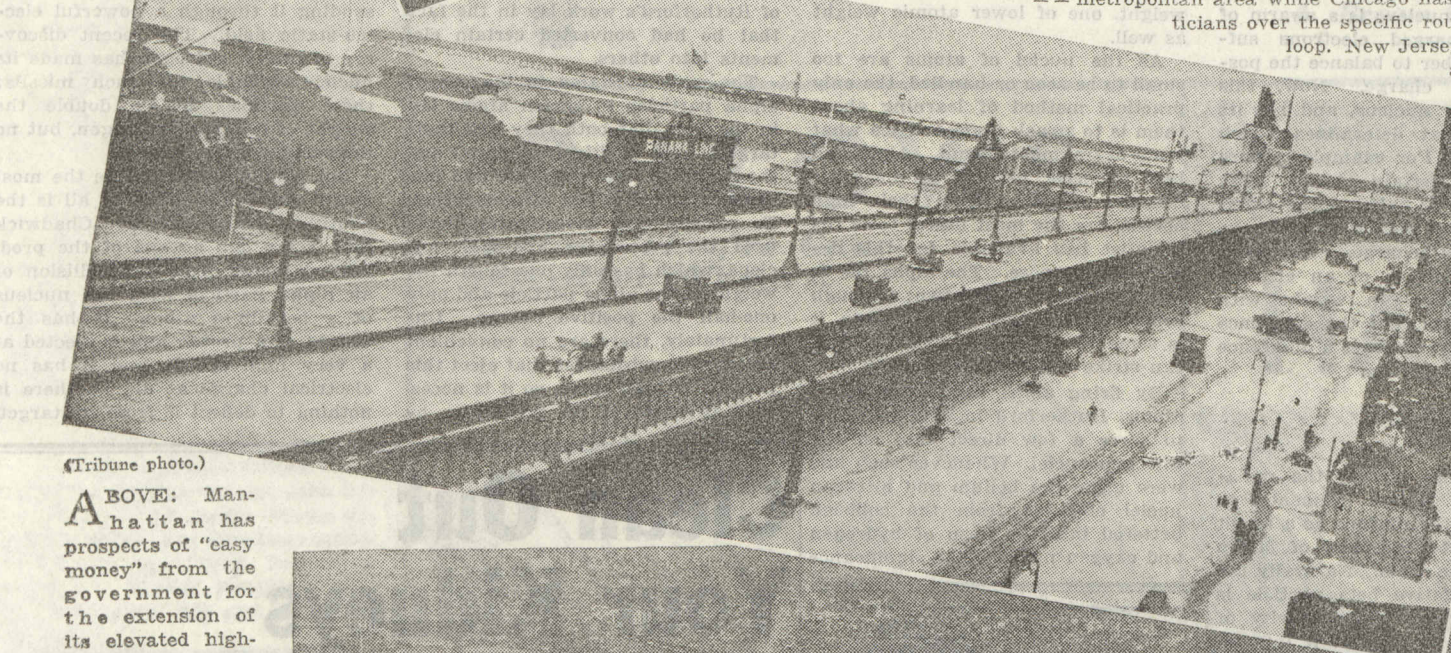


A STUDY of Manhattan's elevated highway, looking north from 12th street, shows why this type of structure is virtually free of accidents such as took 978 lives in a year in Chicago. The absence of pedestrians is the most important factor in saving lives. Seventy per cent of Chicago's automobile traffic victims are pedestrians.



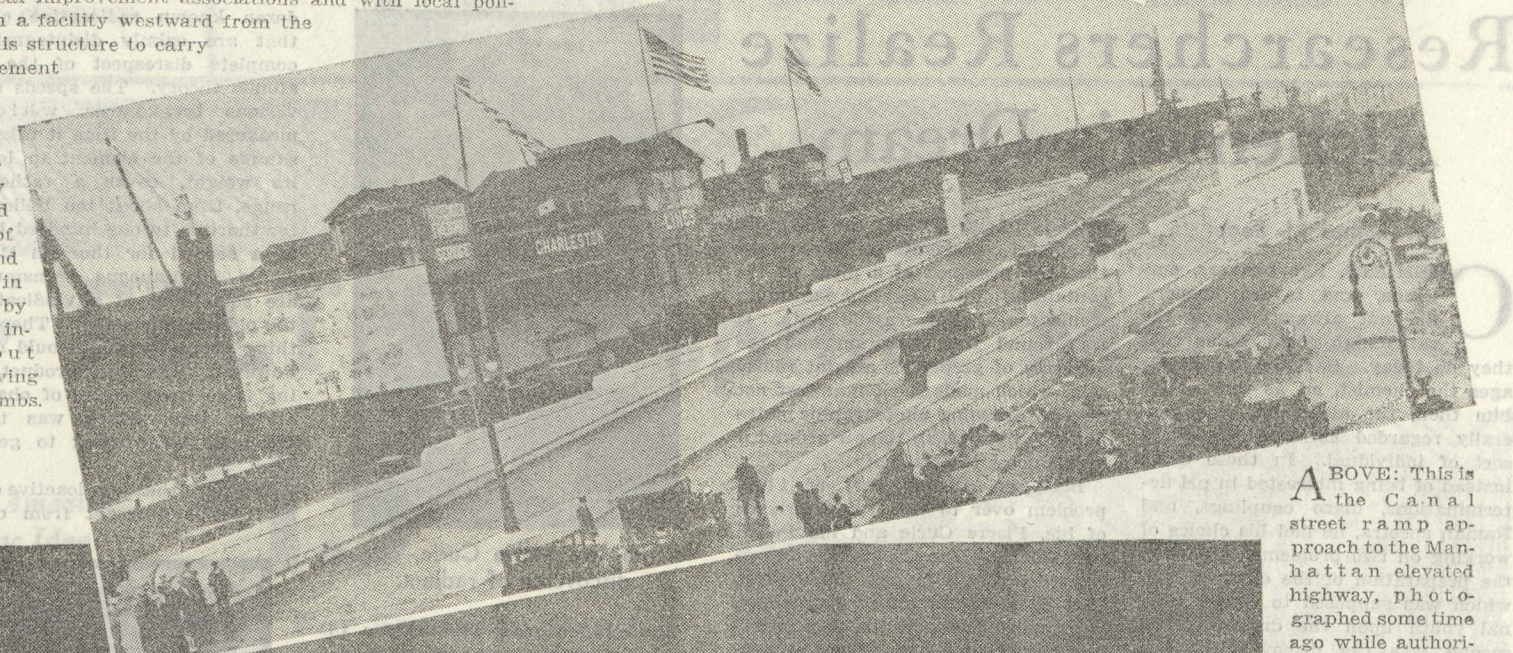
HERE the camera has caught a silhouette of another elevated highway that has been built in the New York metropolitan area while Chicago has been quibbling with local improvement associations and with local politicians over the specific routing and design for such a facility westward from the loop. New Jersey spent \$18,300,000 for this structure to carry automobiles on a pavement

with continuous grade separation for the 3.7 miles from Newark to Jersey City. The United States bureau of public roads found that the saving in motorists' time by itself justified the investment, without considering the saving in lives and limbs.

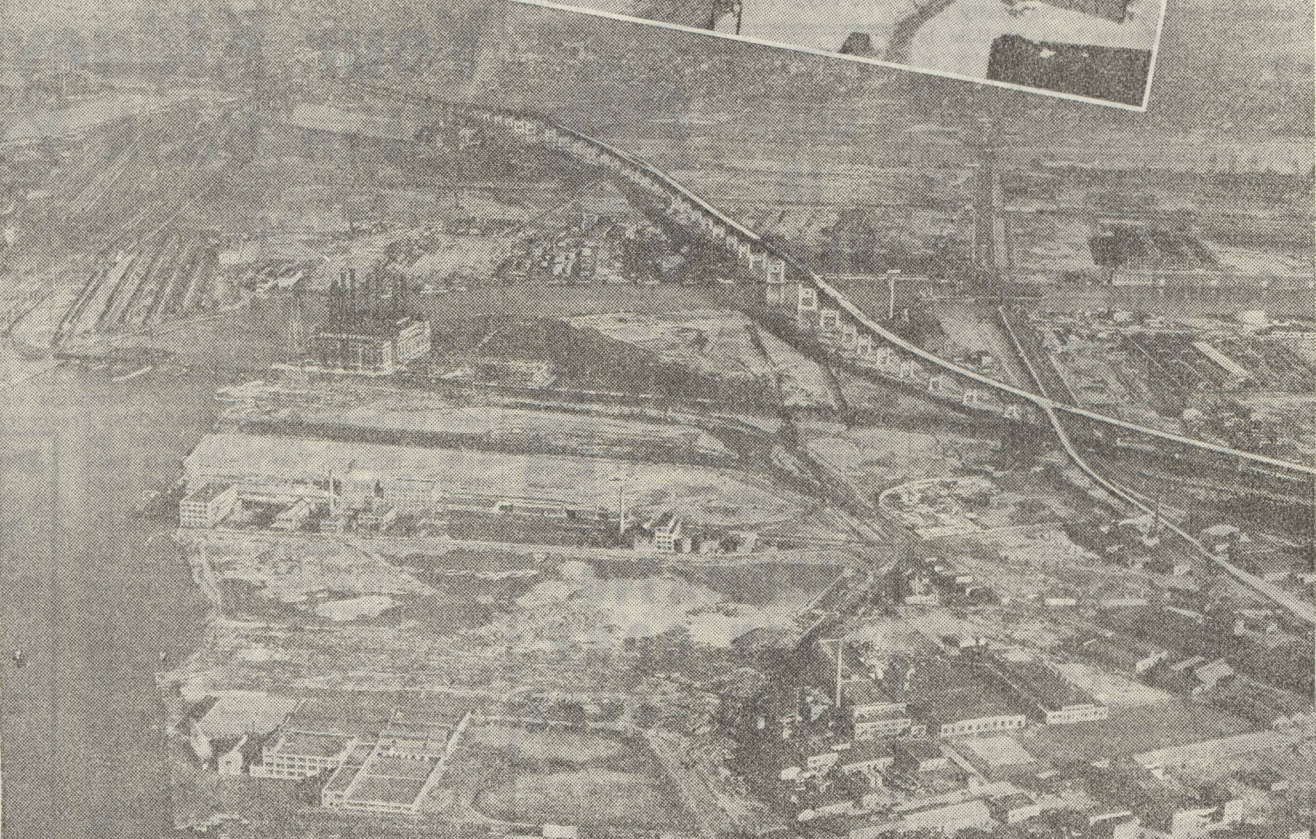


(Tribune photo.)

ABOVE: Manhattan has prospects of "easy money" from the government for the extension of its elevated highway. New York already has received government money for a \$185,000,000 tri-borough bridge. San Francisco has received approximately the same amount for a single bridge. So Chicago's request for \$100,000,000 is not exorbitant. It is but one-fortieth of \$4,880,000,000. Illinois pays 7 per cent of the nation's internal revenue.

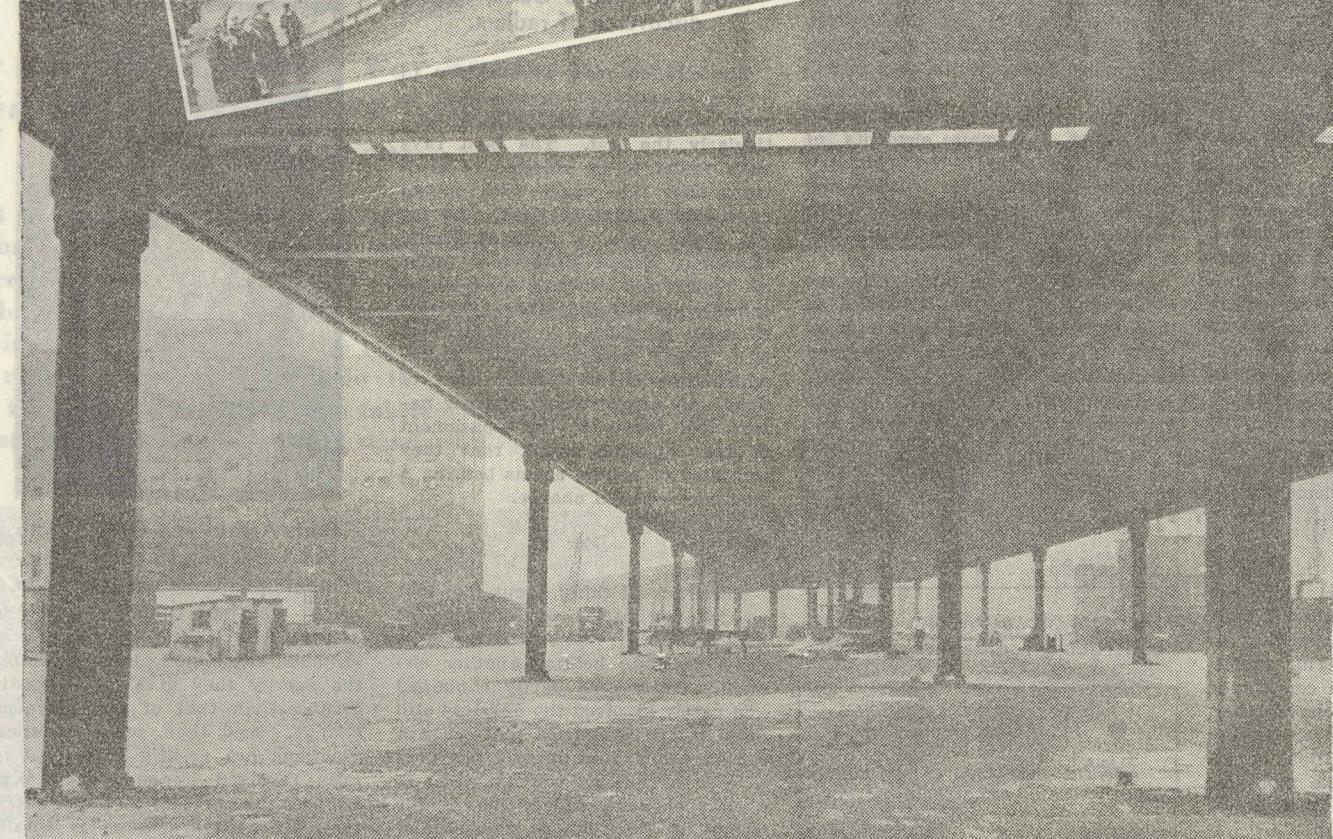


ABOVE: This is the Canal street ramp approach to the Manhattan elevated highway, photographed some time ago while authorities were making a road study on the thoroughfare. It is close and convenient to the mouth of the vehicular tunnel under the Hudson river to New Jersey. The Jersey exit from the tunnel connects with the elevated highway to Newark after passing through Jersey City in a depressed highway.



(Photo by Fairchild Aerial Surveys, Inc.)

THIS is an air view of the Newark-Jersey City elevated roadway spanning street congestion and carrying through traffic free from contact with local traffic and with pedestrians. The great height was necessary for crossing two navigable rivers with a fixed bridge that cannot be reached by masts and funnels of ocean vessels. The structure affords rapid travel between Manhattan and its airport at Newark.



(Acme photo.)

THIS picture shows the steel girders and pillars that go into an elevated highway. It was taken in the summer of 1932 while a section of the Manhattan route was under construction. It is published now to illustrate the stimulus to the steel industry that would result from building an elevated system for Chicago. In the past Washington has helped railroads buy rails to aid the steel industry.