

ALL ABOARD! "L" BRINGS FRANKFORD JOY



New "L" Points Lesson in City Development, Declares E. J. Cattell

Means Enhancing Values of Properties Within City Limits Where Value Is Returned Many Times

PLOTS WORTH \$300 FEW YEARS AGO NOW ARE HELD AT \$3000 AND MORE

By E. J. CATTELL

PHILADELPHIA in the opening of the Frankford "L" has taken a long step in the direction of becoming the greatest industrial center of the New World.

We differ in Philadelphia from other main cities in that, from the very foundation, industry has been considered a great constructive fact. The people who settled this district were men who recognized the value of that work, which transferred a gift of God, such as raw material, into manufactured articles of service to mankind in general.

Their followers were drawn from all parts of the world and they consisted of men who were thinkers and doers, men who came to Philadelphia to better the condition of their general life by obtaining a free environment.

One of the early bodies that settled in Philadelphia established that love of sports—such as fox hunting and other outdoor amusements—which helps to make Philadelphia the greatest sport center in America. The land on which they settled sold for fifteen cents an acre and there were 10,000 acres.

Other divisions of the community came from Germany and brought with them the spirit of the old guilds. Others were of adventurous spirits and found in this world a field for their energies and their imaginations.

Philadelphia, therefore, from the beginning was a city of talented people who possessed the greatest of all talents—thrift; a thrift which has enabled one generation to provide capital for the next without resort to outside lenders.

The site chosen was not an accident but was carefully selected by men of broad vision, at the junction of two great rivers for enough back from the sea to be protected from an attack of the enemy.

To show the wisdom of Penn's plan and its far-sightedness, the most valuable property in Philadelphia today is within 100 yards of where he decided would be the center of the city. For a long time it seemed as if he had made a mistake, but the real center of Philadelphia, giving the highest values in real estate today, is within a short distance of the point picked out by Penn two and one-half centuries ago.

This is important, because Philadelphia has never taken in large outside areas, as has been the case with almost every other American city. New York having swallowed up Brooklyn, Chicago annexing Illinois and so on down the list. Philadelphia's boundaries today are between the points settled by Penn.

One of the greatest assets of Philadelphia in Penn's view was the northern section, just which he had to row in a boat to get to his home.

And yet by a serious combination of economic blunders this section has remained under a handicap until the present day. A few years ago, to reach the northern limit of this section, it required a three-hour journey and cost sixty cents, although it was within the limits of Philadelphia, with one train a day going each way. Yet all of the property in this area lay closer to the center of Philadelphia than any of the outlying districts along the Pennsylvania and other lines in which Philadelphians have invested \$600,000,000 earned in Philadelphia.

This brings into evidence a blunder made by the city in refusing to develop territory within its own limits where it could have levied taxes, but developing a district where it could not levy taxes.

In 1908 I took some photographs in a part of the section of the Thirty-fifth Ward now opened by the new elevated and connecting street line. I submitted them to a real estate agent here in the presence of Mayor Beurn, and the real estate agent said that the land was located near Bryn Mawr and was worth \$15,000 an acre.

As a matter of fact it was in this Thirty-fifth Ward and assessed at \$300 an acre.

That land today, I understand, can

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Mayor Moore Is Gratified at Completion of Work

THE opening up of the Frankford "L" is the beginning of larger transit operations.

The City is growing in population and the outlying districts must have easy access to the center. Frankford has too long been an outlying district.

It will be as convenient now to live in Frankford as it is to live in West Philadelphia. The Mayor is gratified that the long-delayed work should have been completed during his administration.

J. HAMPTON MOORE, Mayor.

November 3, 1922.

of cherry wood, constitute the only woodwork in the car. The ceiling and headlining is a fire-proofed fiber composition. The floor is formed of grooved galvanized steel plates, over which is laid a composition flooring, applied in a plastic form, which when dry forms an unbroken sheet of flooring that is both sanitary and wear-resisting.

Each car has eight doors and fourteen windows. The end doors are for passage between cars and the other doors, three of which are on each side of the car, provide ample room for passengers at stations. One door has been located at the center of the car and the other two at points one-quarter of the car length from the end. Such door arrangement tends to divide the passengers into three groups, each of which will naturally use the nearest door.

The lower window sash is fixed and the upper sash may be lowered for ventilation. Such arrangement of sash prevents passengers from thrusting their heads or arms out of the windows, and also minimizes annoyance from drafts. Twelve ventilators have also been provided on the roof of the car with registers in the ceiling, and provision made for the future installation of motor-driven fans.

Each car has seats for fifty-one passengers, and can comfortably carry a total of 175 passengers. The seats are upholstered in canvas and are placed on the center line of the car opposite each side door. Grab-handles are

provided on either side of the doors, and a liberal number of enameled metal hand grips have been provided for the comfort and protection of standing passengers. These grips, grab-handles and stanchions are finished in white porcelain enamel, baked on, thus insuring a surface that is easily cleaned.

The exterior of the cars is painted Pullman green with the roof and tracks painted black. The sides of the interior are painted dark green, with the ceiling of cream enamel; a combination which makes an attractive appearance and is easily cleaned.

Each car is lighted by twenty-five 22-watt incandescent lamps set in the center and alongside of the roof. These lamps receive current from the conductor rail. If for any reason that current is cut off these lights go out and emergency lights, hinged over each of the side and end doors, which receive their current from storage batteries on each car, are automatically lighted; when the line current is restored the battery lamps are automatically cut off.

The trucks form the foundation or support of the car, and on their rugged strength depends the safe operation of the railway. The wheels are formed in hydraulic presses from a single block of carbon steel and are later treated by rolling under great pressure to render the steel more dense and to increase its resistance to wear. Axles are made from quenched and tempered

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Frankford "L" a Triumph of Modern Engineering Skill and Ingenuity

Anti-Noise, Anti-Accident, Anti-Delay Devices Make It Most Up-to-Date of Transportation Structures

MEANS A VAST EXPANSION OF NORTHEASTERN SECTION

AFTER many years of effort, Frankford at last finds itself in the possession of an elevated railway which, in many respects, is the most up-to-date line of its kind to be found anywhere in the world.

What the results will be to the entire section lying to the northeast of City Hall any one would be foolhardy to prophesy. The marvelous development of West Philadelphia since the projection of the Market street subway-elevated line has frequently been used as a comparison, but the conditions of the two sections are so entirely different that even the startling growth across the river will probably be far surpassed in the northeast.

West Philadelphia is distinctly a residential section and the vast majority of the people who live there spend their days at work in the center of the city.

With that vast territory included in Kensington, Holmesburg, Frankford, Bustleton and the great Thirty-fifth and Forty-fourth Wards, this will not be the case, because the northeast section is almost a city in itself. Its thousands of people earn their living in its mills and factories and they have for so long been comparatively an isolated section that they have learned to be self-supporting and have thus developed a separate community spirit which is different and more tangible than that found in any other part of the city and as distinctive of Frankford.

If the northeast has grown so big in spite of the lack of easy connection with the city proper, there is no limit to what may be expected in the line of development, now that Bridge street is only twenty minutes from Market street.

The business men of Frankford look forward now not only to a great industrial growth, but they point to the fact that West Philadelphia is already so thickly populated that pieces of properties and rentals no longer offer the same inducements to people who are looking for moderate-priced homes. The northeast, on the contrary, offers hundreds and hundreds of acres of just such land as the home-seeker desires, near enough to city facilities to give him the civilization that he wants and yet far enough away from them to offer him reasonable prices, reasonable taxes and a reasonable amount of play room and fresh air for his growing family.

This new elevated railroad has cost about fifteen and a half million dollars up to the point where it opens for public service tomorrow. If such a figure had been mentioned when the actual work on the line started, it is doubtful whether the city would have gone along with the project. Yet, now that the increased valuations have already become apparent, it is not too much to say that the line will pay its handsome cost back to the city over and over again.

It is not in the mere saving of time that this road promises to lure new home-seekers to the northeast, but the element of comfort in the trip will undoubtedly be a large one.

Elevated railways have always been looked upon as hideous things from an artistic viewpoint. But the Frankford "L," while perhaps not a thing of beauty, strikes the beholder with a certain sense of harmonious fitness that robs it of all offense to the artistic eye. Its lines and its proportions are so designed as to give a satisfying impression of strength and endurance, and there is none of that stark nakedness of the elevated lines which are such an eyesore in New York and other cities.

There has been an intelligent good taste shown in the mingling of curved and straight lines, and there is a dignified

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NEW TYPE OF CARS DEVELOPED FOR "L"

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Designs Include All Modern Ideas for Safety and Comfort of Public

SEAT 51; WILL HOLD 175

In designing the cars to be built by the city for the Frankford elevated the Transit Department was limited as to weight, length, width and height by the assumption that sooner or later these cars would be routed over the Market street elevated which made it necessary that they should conform to the clearances and loadings for which those structures were designed. The desirability that they be able to be operated in the city's proposed subway, imposed still further limitations, especially as to over-all height.

Every effort was made in working out the design to embody the most modern developments in car construction, and to provide the greatest measure of safety, service and comfort to both passengers and crew.

The cars are fifty-five feet long, eight feet ten inches wide and twelve feet one inch in height from the top of rail to the top of roof. They are built of steel plates and shapes reinforced by steel forgings and castings.

The underframe or floor is especially designed to withstand safely the shock of cars bumping together, and the bumper channels at each end of the underframe are fitted with "anti-climber" sections which lock when cars bump together and prevent one car from riding up over the other.

The side frames are an improvement over the type used in the cars now operated on the company's structure, in that the design adopted gives the car more pleasing lines and affords greater freedom of access to such equipment as is under the car floor.

The doors and window sash, made

"L" STATIONS ARE ARTISTIC



This interior view of the Allegheny avenue southbound station is typical of all of those along the new Frankford line. The architects have succeeded in making a notably artistic effect with few curved lines and with the flat vertical colors which wear best in the dirt of a city

TRAIN CAN'T START WITH DOOR OPEN

And, if a Door Bumps You, It Politely Backs Away Until You Pass

INGENIOUS CONTROL SYSTEM

The side doors of the cars on the Frankford "L" are a feature in themselves. They are opened and closed by compressed air engines, the movement of which is controlled electrically from the end platforms of each car.

Electrically operated valves admit compressed air to the door operating cylinders and the control wires from the valves terminate at each end of the car in push-button boxes where they are connected in several combinations.

These push-button boxes are placed in a convenient position for operation by a guard standing between the cars. The circuits are arranged so that any door may be opened or closed singly, or all of the doors on one side of a car may be opened or closed together, by pressing a master button.

The doors may be operated from either end of a car but not from ends simultaneously, as it is necessary to cut out the button box at the end of the car away from the guard, to prevent unauthorized persons from operating it and causing accidents.

In train operation one guard will control the doors of two cars. As the train comes to a full stop he will push a master button on each car and open all doors on the platform side of the train; then when the train is ready to start he will push buttons closing all these doors simultaneously.

This simultaneous closing of the doors, which is required for maintaining a train schedule, made it necessary to introduce a secondary or safety control, which is mounted on the edge of each door, by means of which the door should strike a passenger or any obstruction, automatically backs away a short distance and then resumes its closing motion and repeats that action

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