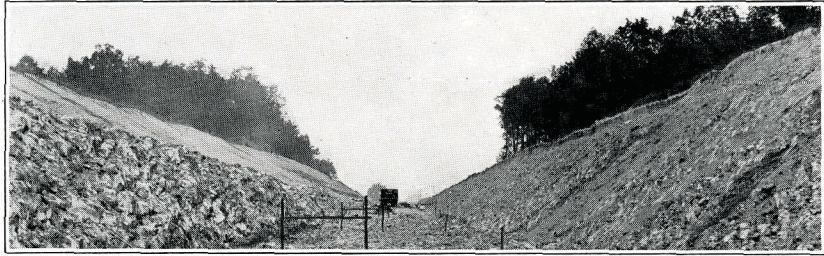




*Modern Machine in Use in the  
Construction of Railway Grades*

## R A P I D T R A N S I T



*Deep Cut in Relocation, Grand Trunk Railroad*

## RAPID TRANSIT

*Swiftly . . . One Innovation Follows Another Until  
the Novelty of Yesteryear is the Commonplace of Today . . .*

**R**APID TRANSIT is the most vital single factor in development of territory adjacent to any metropolis. New York, Chicago, Philadelphia Boston—the history of all these great cities has shown that the most rapid growth of population has been along the routes of fast suburban railroad lines. It is because of this uniform tendency of population to follow rapid transit lines out from our great American cities that Oakland County residents are watching with great interest the construction of the new four-track line of the Grand Trunk Railway between Pontiac and Detroit and the plans of Joseph A. Bower to erect above the tracks an elevated motor speedway. This combination of rail and automobile transit line promises to bring a new era of substantial development to a large area running up into the very center of Oakland County from the Wayne County line, with a prospective increase in population which may be even more rapid than that experienced in the last decade. The moving of the Grand Trunk tracks was made necessary by the widening of Woodward Avenue, the present railroad route lying on property adjacent to Woodward and on land needed for the widening. When the Grand Trunk realized the necessity of moving



its route about half a mile to the east between Pontiac and Royal Oak, it decided to construct a four-track line along the new location.

Grand Trunk officials already are at work on schedules for a fast suburban service which will take Pontiac residents into downtown Detroit in from 45 to 50 minutes. With a four-track line, the suburban service would utilize two tracks and through-passenger and freight trains the other two. The construction of the new line is nearing completion and engineers

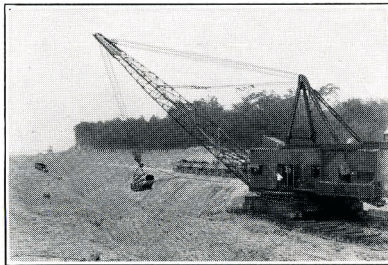


*Thousands of Cubic Yards of Earth Work Removed  
to Make Rapid Transit Possible*

have promised that trains will be moving regularly over the new tracks early in 1931, thus making possible the completion of the widening of Woodward Avenue as well as the inauguration of suburban train service. Legal technicalities have held up the start of construction of the overhead motor speedway, but the most serious of these has been eliminated with the approval by Detroit voters at the last election of a plan for overhead crossings and other details worked out by Detroit city officials in co-operation with Mr. Bower's engineers.

Agreements must still be reached between Mr. Bower and the various other cities and villages through which the proposed highway would pass, but there is still hope that actual construction may begin during 1931.

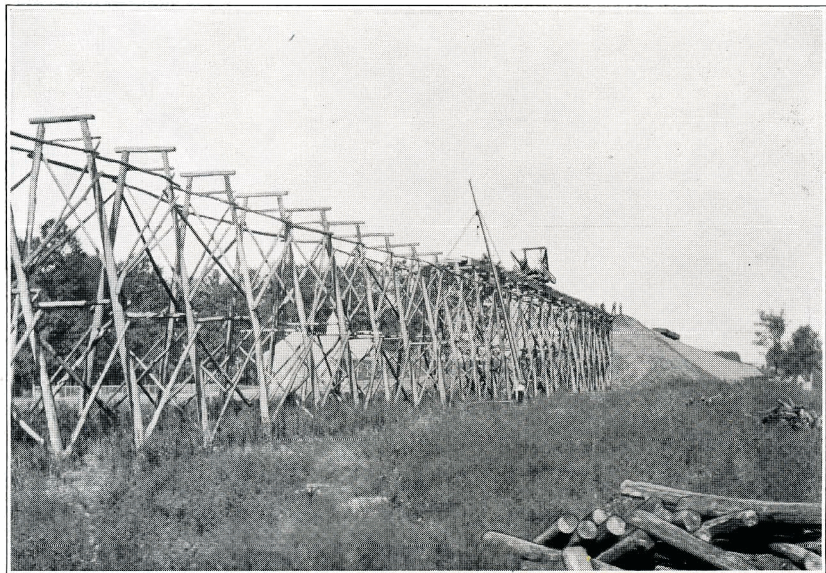
On the motor speedway, which would be operated as a toll road, automobiles could travel at high speeds as there would be no crossroads and separated one-way traffic lanes would be provided. Thus it would be possible to travel from Detroit to Pontiac in less than half an hour. Entrance to the speedway would be by ramps.



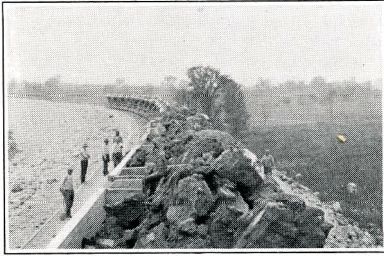
*Huge Drag Line Removing Earth Work*



*Temporary Track Used to Transport Filling Material*



*Temporary Trestle Used in the Construction of Earth Fills Relocation, Grand Trunk Railway*



*Dump Car Depositing  
Material*



*Leveling of Embankment*



*Trainloads of Fill Material Being Dumped  
in Embankments*

Construction of this combined railroad and automobile project contains possibilities for future development which are impossible to estimate. In the decade from 1920 to 1930 Oakland County more than doubled its population. Rapid transit between Pontiac and Detroit alone assures an even greater increase in the next decade, if the history of other large American cities is repeated here. Other cities, similarly situated, have found rapid transit the biggest single factor contributing to rapid growth. This has been the case in the area surrounding New York, Chicago and Philadelphia, the most highly concentrated population, in the case of each of these cities lying along rapid transit routes.