

**RAILWAY TERMINALS**

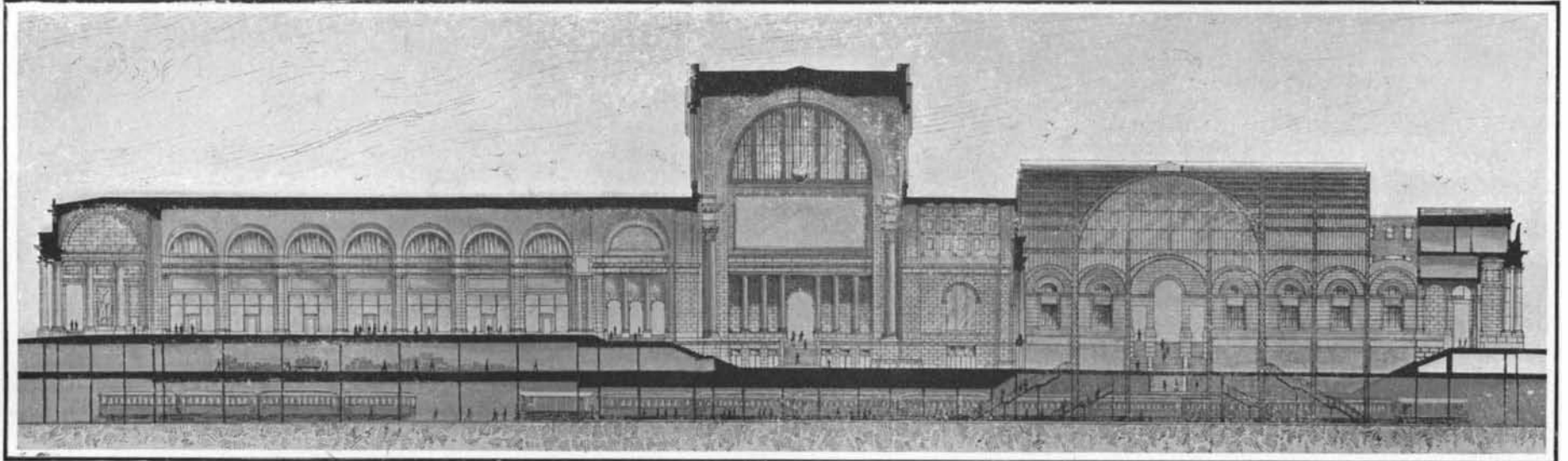
It is a curious anomaly that the leading city in the United States should, at the present time, have but a single trunk line terminal station within its borders; yet it is a fact that of all the great systems, the New York Central & Hudson River Railroad Company, alone, is in a position to run its trains directly into

dertakes work of the kind, the total estimated cost of the approaches, tunnels, and station, etc., being between ninety and one hundred millions of dollars. The tunnel section of the scheme has been handled in a previous chapter on Tunnels and Subways, and the present article will be given up mainly to a description of the great terminal yard and station.

The excavation for the new Pennsylvania terminal station as originally planned had a total width of about 500 feet and an extreme length of slightly over 2,000 feet. Roughly, it included four large city blocks.

ture which forms the subject of our engravings is being erected. It has a frontage on the avenues of 433 feet, and on the streets of 774 feet, the sides of the building forming a perfect parallelogram. Below the surface of the street, and within the area covered by the building, the station will be divided into three levels, on the lowest of which will be the tracks at a depth of 40 feet below street grade.

The question of the architectural treatment of a building of this magnitude, and to be used for this special purpose, was one that called for the most care-



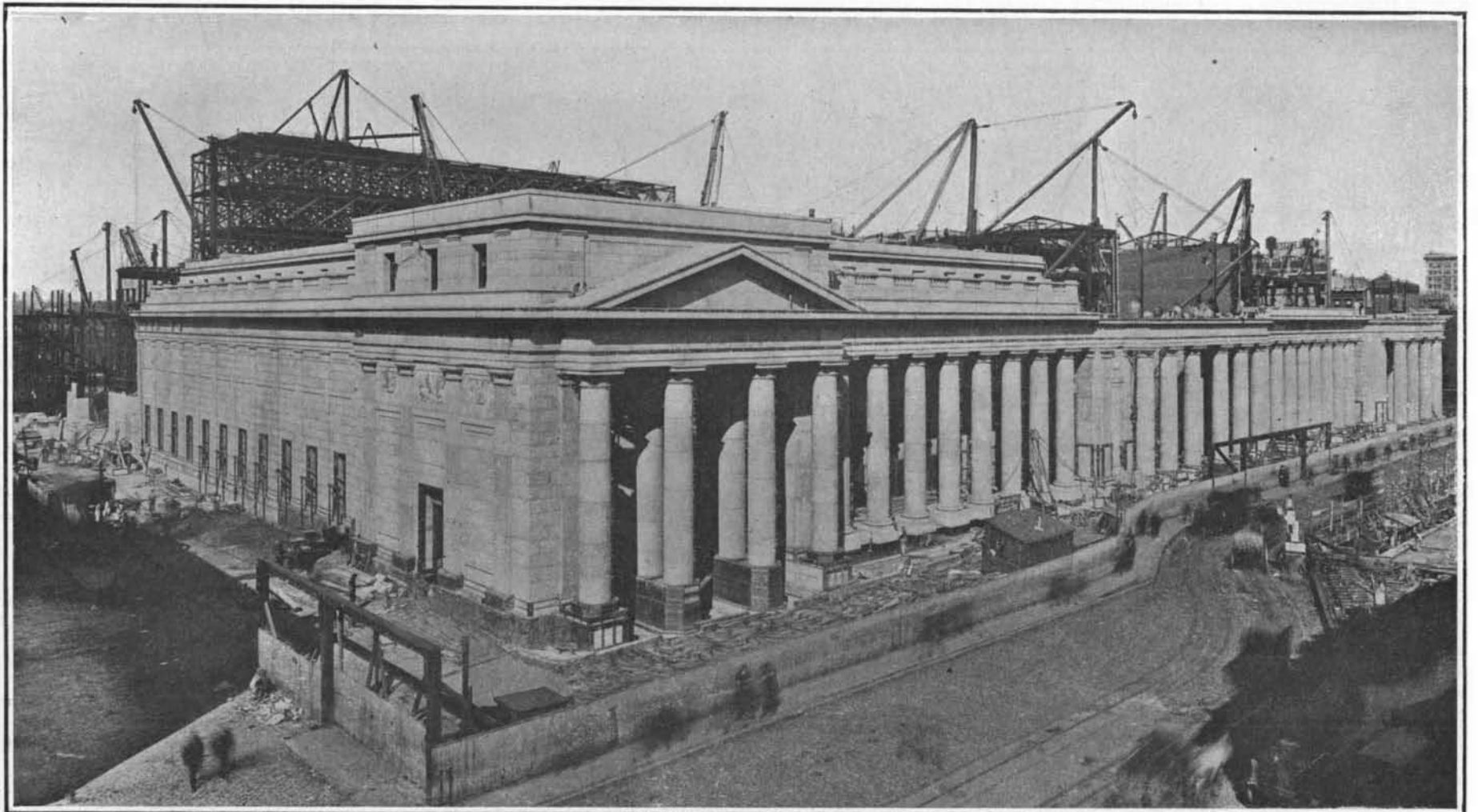
SECTIONAL VIEW OF THE STATION ON A LINE RUNNING EAST AND WEST.

the city itself, the trains of the New York, New Haven & Hartford Railroad entering the same terminal under a rental agreement over the New York Central's tracks. The insular position of the major portion of New York city is responsible for this condition of affairs, the broad waters of the Hudson River having served, up to the present time, as an effectual barrier to prevent the other trunk roads from building their terminal stations on Manhattan Island. The most important of these, the Pennsylvania Railroad Company, after seriously considering the construction of a large railroad bridge across the Hudson with such

Much additional space was subsequently included for the accommodation of a power plant and the tunnel approaches to the station. The present site, which has reached the total area of 28 acres, is bounded by Seventh Avenue on the east, Tenth Avenue on the west, and on the north and south respectively by Thirty-third and Thirty-first Streets. The whole of this area will be covered at the lower level by the station tracks. At the easterly end, the tracks converge from twenty-one to four, and they extend beneath New York city, two of the tracks below Thirty-second and two below Thirty-first Street, ultimately

ful consideration, and New York city is to be congratulated on the fact that the Pennsylvania Railroad Company were willing to forego the opportunity to erect a huge office building above the station site, and preferred to memorialize its entrance into New York city by the erection of a magnificent and purely classic structure, commensurate with the importance of the company and the dignity of the great city in which it has at length found a fitting terminal.

The architectural design of the entire exterior is a Doric colonnade 35 feet in height, surmounted by a low attic, the average height of the elevation being



Length of station building, 774 feet; width, 433 feet; 69 feet in height. The handsome façade is faced with granite.

VIEW OF THE NEW PENNSYLVANIA TERMINAL STATION FROM SEVENTH AVENUE.

assistance as it might be able to get from its smaller rivals, finally decided to carry its lines into Manhattan Island by tunnel instead of by bridge, and to build a large terminal station of sufficient capacity to handle the present traffic of the road and allow a considerable margin for future development.

**PENNSYLVANIA RAILROAD TERMINAL STATION.**

The work of building a Manhattan terminal station and the necessary connections was planned on the invariably generous scale with which this railroad un-

passing in four separate tubes under the East River to Long Island City. At the westerly end, the tracks converge to two tracks, which pass beneath the North River in two separate steel-and-concrete tubes.

From what has been said above, it will be seen that the site of the station and yard is intersected by two important thoroughfares, namely, Eighth Avenue and Ninth Avenue. Eighth Avenue divides the site into two equal portions, the westerly half constituting the station yard, while the easterly half constitutes the station proper; and here it is that the imposing struc-

69 feet. In the center of the building, however, in order to accommodate the great waiting room, the roof of the structure reaches a height of 153 feet. The unusual extent of the building in area and its general type are suggestive of the great baths of ancient Rome; in fact, the architects of the building, McKim, Meade & White, took the baths of Caracalla, which are still magnificent in their ruins, as the inspiration of this architectural plan. The dignity and beauty of the building are enhanced by the contrast of the lofty "skyscraper" buildings of the vicinity; and when