

BY WAY OF JERSEY.

How the Commuter Will Be Aided by the New Terminal.

THE Pennsylvania Terminal improvement offers to the Jersey commuter, and in general to any travelers over the lines of the company who are approaching Manhattan Island from the south and west an unparalleled line of facilities for reaching their destination in New York City by the shortest and most direct route. The passenger transfer stations at Newark and Harrison in New Jersey are the beginning of a vast number of separate routes into Manhattan which the Pennsylvania Railroad and the McAdoo tunnel system in co-operation offer to the traveling public.

We may suppose that the traveler approaching the city has reached the Newark station. If he is a Jersey commuter whose business takes him downtown, he will be able as soon as the McAdoo line reaches its completion to change to a suburban train of the Hudson and Manhattan system and be whirled away across the meadows into the tunnel as it emerges from the ground, west of Bergen Hill. This tunnel runs directly into Jersey City and underneath the existing Pennsylvania station there by means of a contract arrangement between the McAdoo people and the Pennsylvania Railroad.

There is a bit of interesting history behind this tunnel scheme. The project of building a downtown North River tube to connect the Jersey Railroad Terminals with the financial district of New York was one which the late Austin Corbin entertained for many years in connection with his ideas for the development of the Long Island Railroad. He had planned that a subway should be constructed from the Atlantic Avenue terminal of the Long Island Road under Brooklyn Heights to a point on East River water front opposite Maiden Lane and that thence a subway under Manhattan Island with a station in the vicinity of Cortlandt Street should take the Long Island's passengers who were headed for the South and West under the North River to the Jersey shore.

When the late W. H. Baldwin and the late Alexander J. Cassatt first came together to plan out the combined terminal development scheme of the Long Island Railroad and the Pennsylvania, this route was one which was definitely considered, but the plan to bring the Long Island into the Pennsylvania's uptown terminal by means of tunnels under the East River tubes at Thirty-fourth Street and the proposal of Mr. McAdoo to construct the downtown North River tubes as far as Cortlandt Street in Manhattan seemed to obviate the necessity of continuing from Cortlandt Street through to Atlantic Avenue in Brooklyn, as laid out in the original Corbin plan. Therefore the Pennsylvania willingly undertook to co-operate with Mr. McAdoo and ar-

ranged for the transfer of passengers at Newark, for a connection between its station and Jersey City and his subway and for a joint fare which will be inaugurated when the Newark extension of the McAdoo lines is completed.

This McAdoo connection not only gives the traveller a speedy downtown journey, but as is well known, offers him a route to the shopping district which will land him along Sixth Avenue anywhere from Fourteenth to Twenty-third Street and will eventually take him to Forty-second Street and the Grand Central Station. Or should the person arriving on the Pennsylvania desire to go out again on the Lackawanna or the Erie roads, he could go to either of these stations in the McAdoo tunnels and make a direct connection with his train. Through this arrangement with the McAdoo Company, the Pennsylvania is able to extend very materially the facilities which it would offer if it had been dependent merely upon its own terminal improvement.

Should the traveller desire to go into the Pennsylvania Station at Thirty-second Street, he will pass Newark without alighting and at Harrison, a short distance East, will be run into a huge transfer yard where the electric locomotives used in the tunnel find their habitation. All the through passenger trains from Southern and Western points will change to electric power in this transfer yard and passengers may also change here to the trains of the Hudson & Manhattan Railroad. The through trains for New York leave Harrison on rails which cross over the old Pennsylvania tracks with a steel and concrete bridge. They are taken by a double track line on an embankment across the Hackensack meadows to the westerly base of Bergen Hill. Here the North River tunnels come to the surface and the through trains are whirled under the river and into the terminal at Thirty-second Street.

In speaking of these newly added facilities, one should not forget that it will still be possible to go into the Jersey City Station and take any of the existing ferries across the river. The ferries reach Twenty-third Street, Desbrosses Street, Cortlandt Street and Brooklyn, but for any of these destinations it would be quicker for passengers to take one of the tunnels. A possible exception is Desbrosses Street. As for the rest, the McAdoo tubes will undoubtedly reach Twenty-third Street and Cortlandt Street more quickly than the ferry to either of these points and passengers for Brooklyn will be able to make much quicker connections by going in over the McAdoo system downtown and transferring to the Interborough Subway, which will take them to City Hall, Brooklyn, and intermediate stations between that point and Atlantic Avenue.