

100,000 VISITORS SEE NEW PENNA. STATION

A Seventh Avenue Sunday Is
Transformed by Opening of
the New Structure.

TRAINS THROGGED ALL DAY

Eighty-nine Passed Through New Tunnels, and Probably 25,000 Persons Rode in Them.

The new Pennsylvania Station in Seventh Avenue, between Thirty-first and Thirty-third Streets, attracted sightseers from all over this part of the country for its formal opening yesterday, not only New Yorkers, but people from out of town as well. It was officially estimated last night that during the day 100,000 persons, in addition to the passengers, visited the new station and admired its architectural, mechanical, and other wonders. In addition, the passengers on incoming and outgoing trains, West and South, numbered, perhaps, 25,000 persons more. The crowds began coming early in the morning and from then until night the throngs never diminished in size. Every one, seemingly, bore away the impression that the Pennsylvania's Manhattan Station represents the last word in that kind of structure.

That the new station is transforming the city in its immediate vicinity was shown when all day yesterday, from early in the morning until late in the evening, Seventh Avenue, between Times Square and Thirty-third Street, usually very quiet on a Sunday, was crowded with those hurrying to catch trains at the new station. At the Times Square Station of the Subway crowds were seen all day carrying handbags—a new spectacle for that place. The Seventh Avenue street cars were thronged all day, and had there been a subway that also would have been crowded.

Station Operated Without Confusion.

The crowds were impressed with the lack of confusion accompanying the opening of the station.

The trains from Florida, New Orleans, Chicago, and many centres in the West, South, and Southwest, came and departed on schedule time, and those of the crowds who were particularly interested in the railroad end of the great improvement could not but wonder that so vast a business could be got into perfect running order in so brief a time, for they knew that the station had been opened only a few hours before for the handling of passenger traffic.

The railroad, however, has been running its trains through the tunnels for several weeks, the Pennsylvania Special, for instance, the fast train to Chicago, having had a tunnel rehearsal every morning before leaving the Jersey City terminal and another one into the city by way of the tunnels when it arrived from Chicago, after it landed its passengers in Jersey City. The same preliminary trial trips through the tunnels were made with the long-distance trains running to Cleveland, Cincinnati, Pittsburgh, New Orleans, Florida, and other faraway places.

So it was that when the great rolling palaces that run to distant cities began to depart and arrive yesterday morning everything proceeded with the same regularity that would have been characteristic of a station that had been in operation months instead of less than one day.

Trains for the Most Part on Time.

Yesterday eighty-nine trains were operated from the new station, forty-three of them coming East and forty-six leaving for the West. With the exception of a few of the early morning trains all arrived or departed on time. The delays of the morning, all of them brief, occurred at Manhattan transfer just this side of Newark, where the change is made from steam to electricity. The shifting crews there had not become thoroughly familiar with the new order of things, but they were not long in mastering the situation, and by 9 o'clock yesterday morning all trains were running on time.

In addition to the regular trains to the South and West and to points on Long Island, the shuttle train system to Flatbush Avenue, Brooklyn, was also put in operation yesterday and was largely patronized. Many officials of the railroad were in the station during the day, among them being Vice Presidents Samuel Rea and W. W. Atterbury, W. H. Myers, General Manager; J. K. Wood, General Passenger Traffic Manager, and F. L. Shepley, General Superintendent.

The railroad officials last night were unable to give out the number of tickets sold in the day. All the trains that went out, bound West or South, were well filled. The exact number will not be known before to-night after the conductors have turned in the tickets and stubs. The restaurant was one of the busiest places in the station, and it did a rushing business all day long. Last night both the main buffet and dining rooms were crowded. One thing that impressed those who visited the station yesterday was that it is none too large for the traffic it will be called upon to handle.

Another point that was generally commented upon was that apparently no increase had been made in the facilities of the Seventh Avenue trolley service to meet the demands of the new station. It was suggested that it would be profitable to run shuttle cars from a switch near the station to connect with the Times Square Subway station. That this suggestion was a wise one was proved by the fact that the Subway business in the Times Building yesterday was unusually large. The increase was attributed to the opening of the Pennsylvania Station, the Thirty-third Street station of the Subway also did an unusually heavy business for the same reason.

Roomy Entrances Provided.

In planning the Pennsylvania Station it was intended to afford the maximum exit and entrance facilities. That these will be of great convenience to the passengers was shown yesterday when almost every door leading to or from the building was in use, and at no one place was there any congestion. The escalator leading from the exit concourse to the Thirty-fourth Street entrance and to the Thirty-fourth Street crosstown cars, was used as if it had been in service for several years. The arcade with its many shops drew throngs from Broadway across Thirty-second Street. Passengers and sightseers from Eighth Avenue and Thirty-third and Thirty-first Streets came through the direct entrances from those streets, and those who did not take trains, left by other exits.

An interested spectator was Chief Inspector George F. Spencer of the Pennsylvania Railroad, who had a squad of men in the station to look out for pickpockets who might take advantage of the opening of the station to rob sightseers

Continued on Page 2.

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Continued from Page 1.

and travelers. The pickpockets must have known Spencer's men were on hand, for no robberies were reported.

The Post Office arrangements at the new station moved along as smoothly as the railroad operation, and the new apparatus for loading and unloading mail worked perfectly.

Hundreds of Pennsylvania passenger coaches and Pullman cars, which had been brought by electric locomotives from the New Jersey yards through the North River tunnels and then on under Manhattan and into Long Island City by way of the East River tunnels, crowded miles of tracks in the Sunnyside yard. With the rolling equipment came an army of porters, car cleaners, machinists, and yard men so that yesterday a population big enough to start a small town sprang up in a night right in the heart of Long Island City. All yesterday the new viaducts that run over the tracks were crowded with spectators wondering at the activity in the yard below.

Sunnyside Yards Transformed.

Trains of dining cars were run alongside the big provision storehouses in the yard and chefs in white aprons and colored porters were busy reprovisioning the cars, while an army of car cleaners were also at work. At night the several hundred big electric arc lights that fill this part of the yard were set going, turning this usually dark neighborhood into a blaze of light.

It is estimated that the opening of the Sunnyside yards will force fully 400 families to find homes in Long Island City, thus bringing to that place an increase in population of 2,000 or more.

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