

PENNSYLVANIA OPENS ITS GREAT STATION

First Regular Train Sent Through the Hudson River Tunnel at Midnight.

2,000 PERSONS SEE IT START

Vast Concourse Thronged During the Evening by Sightseers and Travelers —New Schedule Begun Without Hitch.

The Pennsylvania Station, in Seventh Avenue, between Thirty-second and Thirty-third Streets, was opened to passengers between New York and points south, west, and southwest at 9:30 o'clock last night, just two hours and thirty-two minutes before the first regular passenger train to pass through the Pennsylvania Hudson River tunnels was scheduled to leave the new station. A throng of some 2,000 persons was on hand when the big doors leading to the main station, from the Seventh Avenue side, swung open.

A little man ran through first and, running all the way, reached the first ticket booth, to be opened and bought a ticket to Elizabeth, N. J., and return. He has the distinction of being the first person to buy a ticket in the new station for a station not on Long Island. The Long Island service was inaugurated several weeks ago.

As the crowd passed through the doors into the vast concourse on every hand were heard exclamations of wonder, for none had any idea of the architectural beauty of the new structure. From end to end the station was ablaze with lights.

Porters in handsome uniforms and bright new red caps scampered about, answering questions and directing travelers. Baggage men were standing at attention waiting to check the first pieces of baggage, while the station master, tall and military looking, hurried about to see that everything went as it should.

The first train to leave the new station this morning was a local for Perth Amboy, N. J., and intermediate points. This train got away two minutes after midnight. It was followed twenty-eight minutes later by a through train for Philadelphia, Baltimore, Washington, Jacksonville, Atlanta, Birmingham, New Orleans, and other cities in the Southeast and Southwest. At 1 A. M. the first express to start from Manhattan Island for Philadelphia left the station.

All these trains were crowded with passengers and they all seemed proud that they were to travel on one of the first trains to leave the great station.

The express to Philadelphia, which started at 1 A. M., was the last of the night trains, and with its departure the throngs in the station began to disperse. The next train was not sent to leave until 7 A. M., when the first of the day trains to Philadelphia starts, to be followed at hourly intervals by other fast trains for Philadelphia.

The opening of the station to the through service West and South means the connection of New York City by a direct all-rail route with Philadelphia, Baltimore, Washington, Atlanta, Birmingham, Galveston, Jacksonville, Richmond, Va., and New Orleans.

It has been possible to make the trip to any of the cities named for several months without crossing the Hudson by boat, through the McAdoo tunnels, but it was necessary to change in Jersey City to the Pennsylvania. From now on the traveler bound to the Mardi Gras will board a train in Manhattan and not leave it again until he arrives in New Orleans.

The same thing is true of the Chicago and other Western trains over the Pennsylvania. All these trains from this on will depart and arrive at the new station. The first of the Chicago trains to leave will be the Chicago special, which is scheduled to depart at 8:04 o'clock this morning, and at 10:04 the Pennsylvania Limited for Chicago will leave.

The St. Louis Limited leaves at 11:04 this morning, while at 1 P. M. the Pennsylvania Special, which with the opening of the new station becomes a 17 hours and 55 minutes train instead of an 18-hour one, will start on its first journey to the West.

Many travelers wanted to know last night how a man coming from the West and South could get to the downtown section of the city on his arrival without landing at the Seventh Avenue station. Ekers of the through trains on their arrival at Manhattan Transfer, near Harrison, N. J., will be met by a local train which will take all passengers who want to go to lower New York to the old Jersey City terminal, where they can reach their destinations by either the McAdoo tunnels or the ferry.

The Jersey City terminal will continue to be the main commuting station, and a time has not yet been set when this class of traffic will be handled from Seventh Avenue and Thirty-second Street. Seven Philadelphia express trains will be sent into the Jersey City station each way, three of these trains from Philadelphia being due in the morning and the other four in the afternoon.

Some of the principal trains that will depart from the new station in Manhattan are:

- 12:29 A. M.—Baltimore, Washington, New Orleans, and other points South.
- 1:04 A. M.—Philadelphia.
- 8:04 A. M.—Chicago Special.
- 8:08 A. M.—Washington, (week days.)
- 8:30 A. M.—Washington.
- 10:04 A. M.—Pittsburg Day Express.
- 10:16 A. M.—For the South.
- 10:50 A. M.—Pennsylvania Limited for Chicago.
- 11:04 A. M.—St. Louis Limited.
- 12:38 P. M.—Jacksonville, Fla.
- 1:28 P. M.—Washington.
- 2:04 P. M.—Chicago and St. Louis Express.
- 3:34 P. M.—Congressional Limited for Washington.
- 4:00 P. M.—New York Special.
- 4:38 P. M.—New Orleans and other points South.
- 5:04 P. M.—Chicago Limited.
- 5:08 P. M.—Washington, Hot Springs, Va., and Louisville.
- 6:04 P. M.—Western Express for Chicago.
- 6:30 P. M.—The 24-hour St. Louis Limited.
- 6:54 P. M.—The St. Louis Express.
- 8:04 P. M.—Pacific Express for Pittsburg.
- 8:34 P. M.—The Cleveland, Cincinnati, and Chicago Express.
- 9:30 P. M.—Washington, Jacksonville, and the South.
- 11:34 P. M.—Iron City Express for Pittsburg.

From 7 A. M. to 7 P. M. there will be

an hourly service of two-hour trains to Philadelphia, and several trains besides those mentioned for Washington and intermediate points.

The opening of the Seventh Avenue Station last night marked the end of the Pennsylvania's Twenty-third Street Ferry service to Jersey City. The last ferry-boat to Jersey City from Twenty-third Street left New York soon after midnight. The ferry station now passes out of existence so far as the Pennsylvania Railroad is concerned. The Cortlandt Street and Desbrosses Street ferry services will, however, continue, and it was stated that the number of boats running in those services will not be reduced.

At 12:21 this morning the telautograph in the waiting room signaled the coming in the tube of the first inbound train, the Washington Express, from Philadelphia and beyond. At 12:30 A. M. this train, the first through train of the company's regular service to reach Manhattan through the tube, rolled into the station.