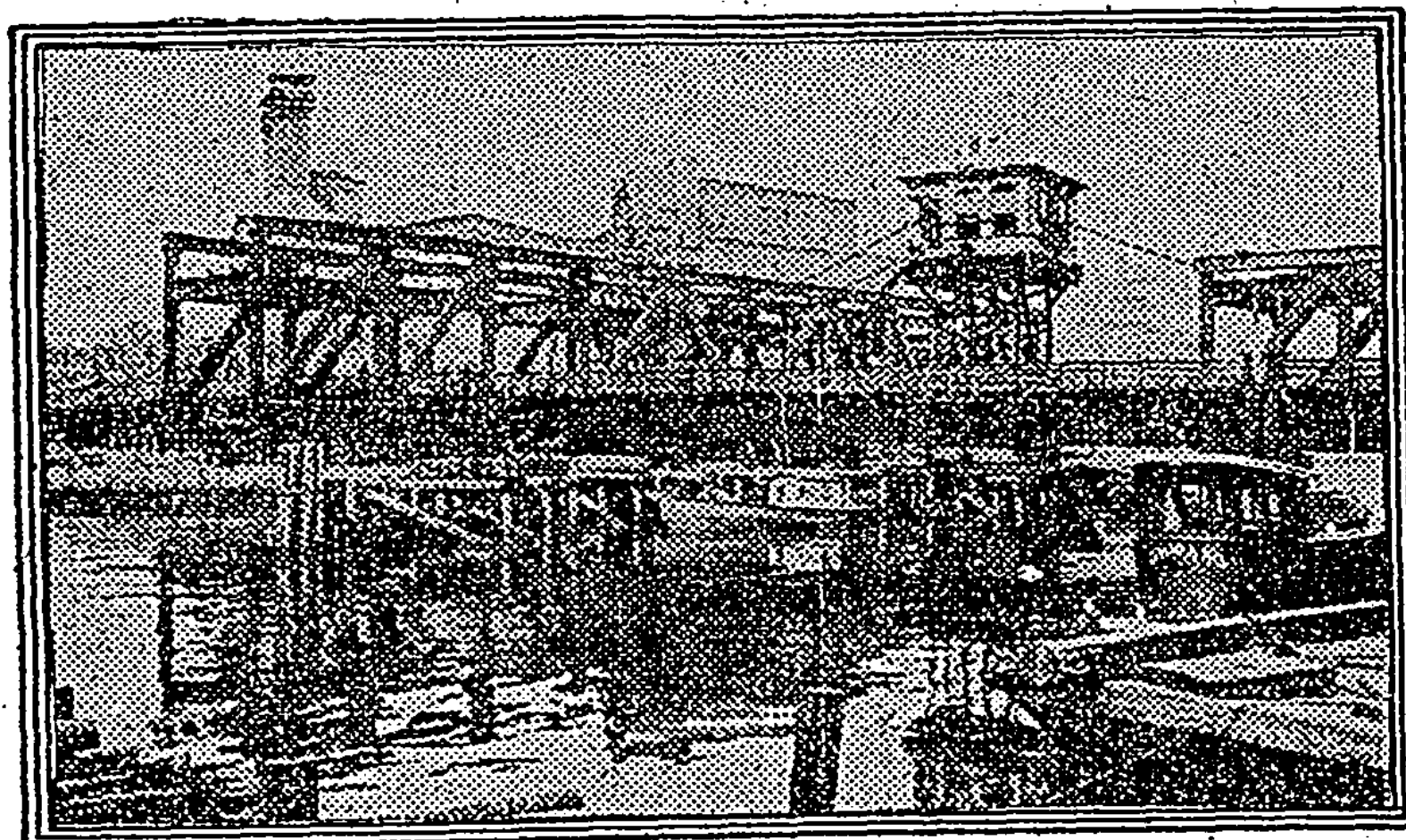
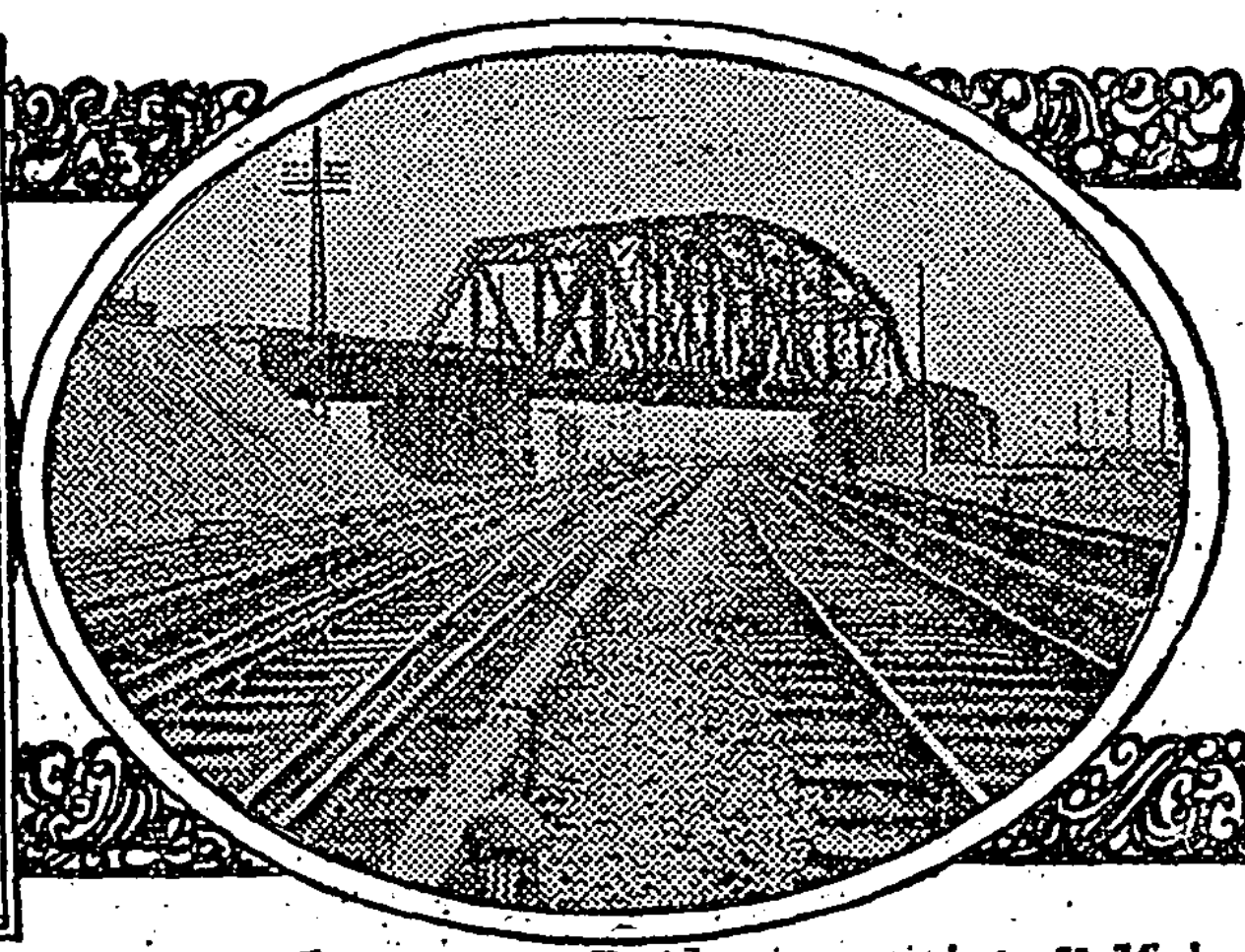


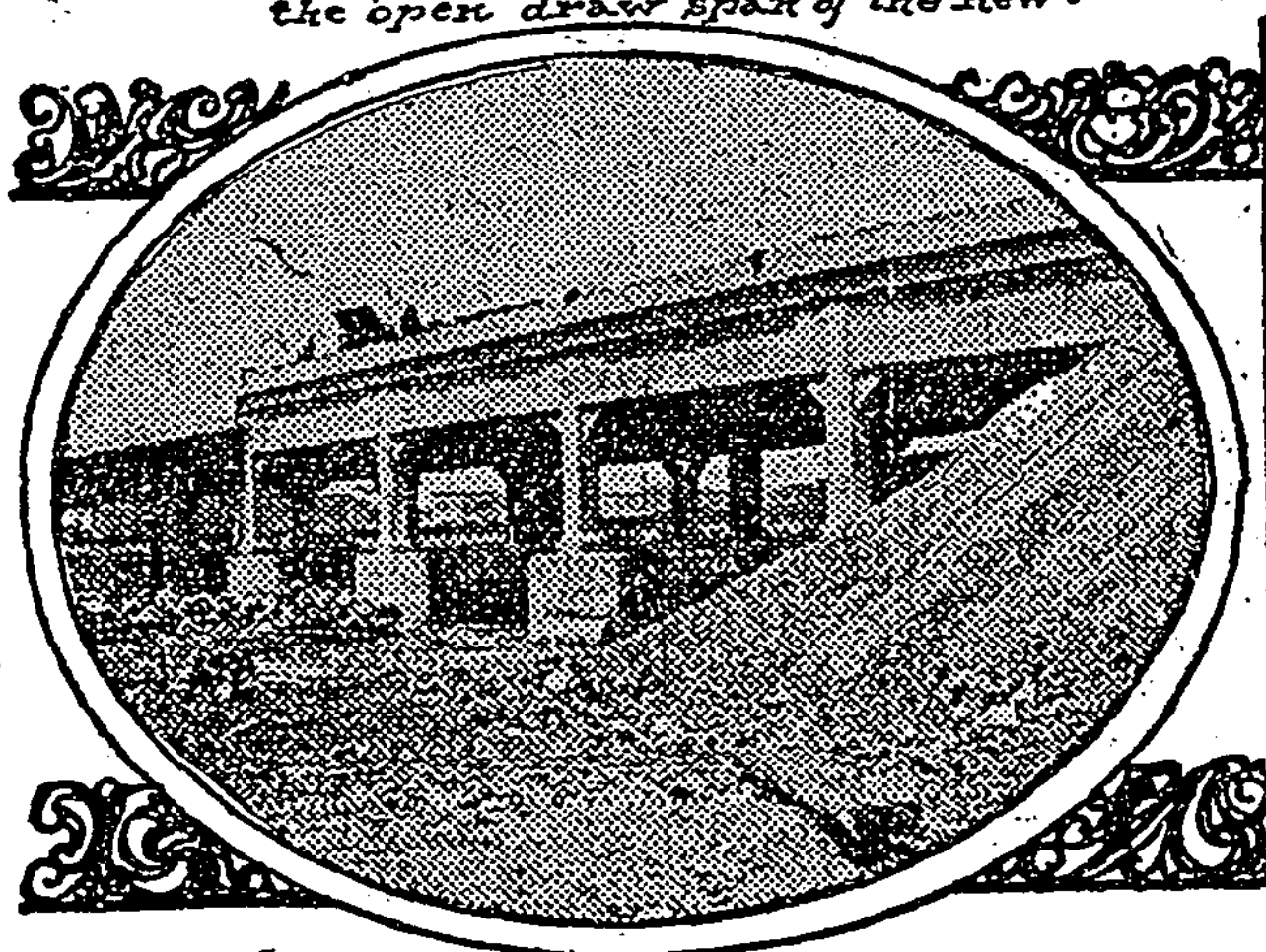
# IMPROVED TRANSIT FACILITIES BY NEWARK HIGH SPEED LINE



*New Drawbridge over the Passaic. The old Bridge runs through the open draw span of the new.*



*The Jump-over-Bridge, spanning all Main Line Tracks, just West of the Transfer.*



*Portion of the Viaduct just West of the Jump-over-Bridge*



*Portals of the Extended H&M Tubes at Marion N.J.*

**New Route from Manhattan, Which Opened To-day, Will Stimulate Commercial and Realty Development In and About Newark. Running Time and Fare Reduced.**

To-day marks the opening to the public of the first stage in a transportation development that has been watched closely by those interested in real estate in and about Newark, N. J. There is no single improvement likely to do more toward stimulating land values than the electric train service to be run by the Pennsylvania and Hudson & Manhattan Railroads between Saybrook Place, Newark, and the Hudson Terminal at Church and Cortlandt Streets, New York. The advantages of this line to the business centre, the residential section, and the suburbs of Newark will be limitless, but they do not stop there.

The through service that went into effect at 12:30 this morning between Manhattan Transfer, just east of Newark, and the Hudson Terminal will end the double changing of cars for passengers between these points. It will make it possible to connect with all steam trains for the West and South which leave from the Pennsylvania Station at Seventh Avenue and Thirty-second Street by taking a train from the downtown terminal, leaving at the same time that the through train leaves uptown. Thus there is now an hourly service to Philadelphia from either up or downtown New York.

All New Jersey commuters traveling over the Pennsylvania will be benefited by the Rapid Transit Line, and the result should be a marked acceleration in the development of all territory lying along the road. While the new schedule announced for to-day does not provide any more local trains, the effect of the change is the same as if many had been added.

On the old timetable there were fourteen shuttle trains daily from the transfer to Jersey City—where passengers took the tubes or ferry to New York—and eight shuttle trains in the opposite direction. On Sundays there were four eastward and three westward. These shuttles have been discontinued, and in their place are thirty-four Hudson and Manhattan trains in each direction daily,

with the exception of Saturday, when there are thirty-five westward. On Sundays there are twenty-eight Hudson and Manhattan trains each way.

By this large increase in connections many trains formerly not accessible from downtown are made available for commuters. Any train, whether it starts from Jersey City or Pennsylvania Station, can now be reached easily by the business man located in the commercial section of this city. The running time between the Hudson Terminal and Manhattan Transfer is sixteen minutes. The run to Newark will be made in twenty minutes at first, but this will be cut down when the service has been tried out.

Prospects for the early completion of the line through to Saybrook Place seem bright. Work is being held up at present by legal difficulties over a short portion of the right of way on the Newark side of the Passaic River, but as soon as these are straightened out the gap in the viaduct over which the tracks will be carried can be speedily closed. Officials of both companies give November or December as the probable date of opening.

It is planned to make several stops for some trains between Newark and New York, so that the interlying sections will also feel the benefits of the improvement. Beginning at Newark, the stations will be Fourth Street, Harrison; Manhattan Transfer; Summit Avenue, Jersey City; Henderson Street, Jersey City; Exchange Place, Jersey City, and the Hudson Terminal.

Among the early effects which it is predicted the new line will exert on Newark property and building operations will be a shift in the business centre toward Saybrook Place, the vacation of some of the residence sections around Park Place in favor of commerce, and an increase in the number of apartment houses in the neighborhood of the new station. It is also hoped that the problem which Newark is facing on account of congestion in Market Street near the Pennsylvania Station will be solved for the city, without putting it to the expense of widening that thoroughfare, when a greater part of the passenger traffic is diverted to Saybrook Place.

Efforts are being made to gain permission for the trolley lines that now come within a block of the site of the

new terminal to extend their tracks up to it. This will put the station in easy access of the Clinton Hill, Roseville, Woodside, and West Newark sections, as well as of Irvington and East Orange. A trolley ride of fifteen minutes will put those in the most remote part of this district on the direct route for downtown New York, with a connection for uptown.

In every detail of construction and equipment the Rapid Transit line displays the last word in modern railroading. On the eastward end the new work begins at Henderson Street, Jersey City, from where the McAdoo tubes have been extended to a point near the Waldo Avenue roundhouse, at Marion. A short distance to the west of the tunnel portals the tracks join those of the Pennsylvania main line, and this route is followed to Manhattan Transfer, where the tracks have been interlocked to permit the narrower tunnel trains to come up to the same platforms used by standard-size Pennsylvania cars.

West of the Transfer the tunnel trains will leave the main line and continue to Newark over a mile of viaduct, which follows the route of the Centre Street freight line. An idea of the solid nature of this construction can be had from the accompanying cut. The structure is made of steel and concrete, and has a concrete slab floor, which deadens the sound of the trains moving across it.

A difficult piece of engineering work has been accomplished in the building of a double-deck drawbridge over the Passaic River with the old bridge, which must be used up to the last minute, running through the draw span of the new structure. As can be seen in the accompanying picture, the new draw is open and one span of the old bridge crosses it. When everything is ready the old bridge will be knocked out and the big centre span of the new bridge swung around into place with the girder spans which are built out to meet it.

All the cars are of steel and resemble those now used in the Hudson Tunnels, except that they are painted with the Pennsylvania red. Each one affords seating capacity for fifty people. Six or eight car trains will be run.

All the week trial trains have been operated to familiarize employes with the route and signals as far as Manhattan Transfer, so that everything was in perfect readiness and the system already running smoothly when the first train ran out this morning.