

HOW THE TUNNELS WERE BUILT.

Interesting Facts and Figures Concerning The Construction of the Great Tunnels. ENTERPRISE COST ABOUT \$160,000,000.

The greatest railroad tunnel and reconstruction project ever undertaken to create the words of a famous engineer in reference to the Pennsylvania Railroad's tunnel and tunnel plans in New York City is the result of the enterprise of a sturdy system.

When and by whom was the giant project planned in the completed terminal, in New York City, which stands so white in all its beauty against the dark waters of the Hudson River?

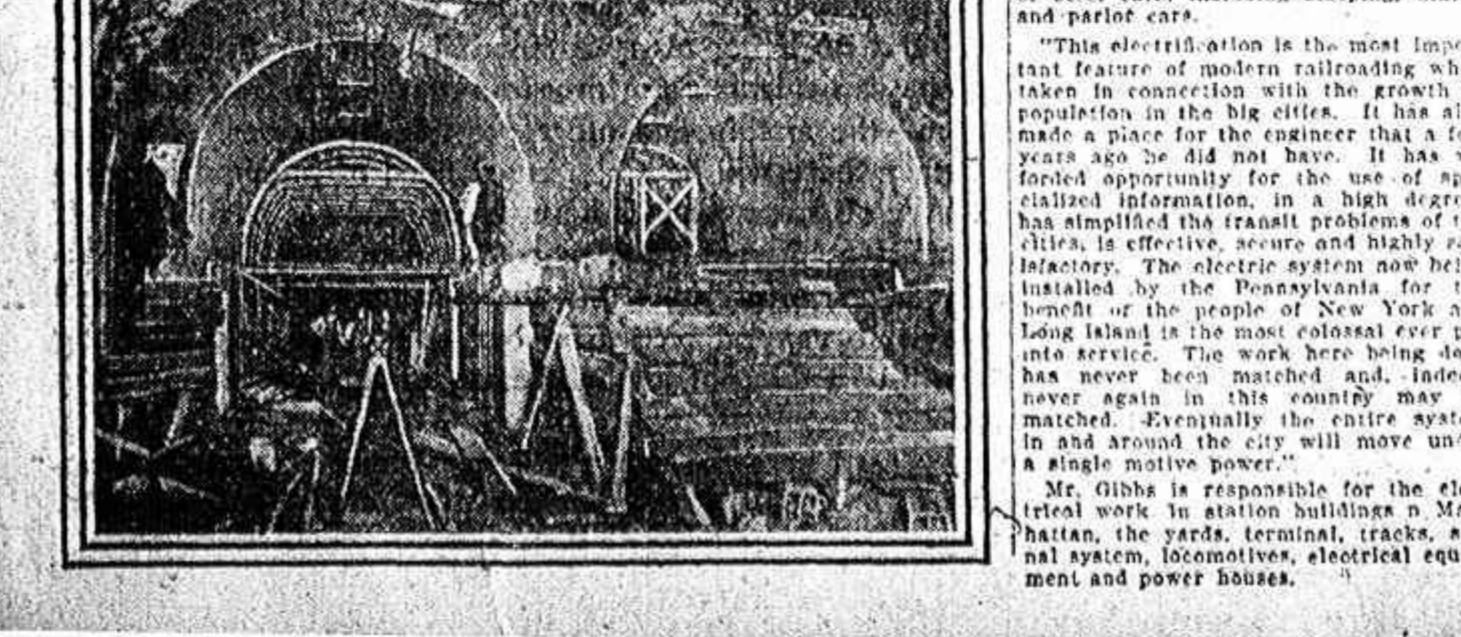
MEETING OF HEADINGS UNDER EAST RIVER. Directors of the Pennsylvania Railroad Company to commemorate the extension of the Pennsylvania Railroad.

When the tubes were through from end to end the work of putting in the tubes and the stationing of the tunnel and stations, and to record the names of the directors and officers who shared the responsibility of authorizing and constructing the undertaking.

SUNNYSIDE YARD ENTRANCE TO TUNNELS UNDER EAST RIVER.

England and in this country on tunnel projects were employed. They were a long and arduous task.

CROSS SECTION OF ONE SET OF TWIN TUNNELS.



"A Solid City From the East River To a Point Thirty or Forty Miles Out."

By RALPH PETERS, President of the Long Island Railroad.

September 8, 1910, the Long Island Railroad will be linked to the railroads of the United States by its own rails through the great tunnels and station of the Pennsylvania.

RALPH PETERS, PRESIDENT OF THE L. I. R. R. CO.

The length over all of the East River division tunnels from the Pennsylvania Station to Woodside Avenue, Long Island City, is 4,875 miles. There are three tunnels under Thirty-second and Thirty-third streets to Sixth Avenue.

Some of the difficulties that beset the men who tunneled the East River electric tubes are as follows: Charles W. Raymond, the engineer, in an introductory paper on the tunnel electric system as a whole, said before the American Society of Civil Engineers:

One man on work Twenty Years. Charles W. Raymond, chief engineer of the North River Division, in his report on the tunnel electric system, said:

The final decision to extend the Pennsylvania system into New York and Long Island City was made in 1892, and it was not until 1908 that the project was actually started.

SECTION OF THE UNDER-RIVER-TUNNELS IN PROCESS OF EXCAVATION.



THE GREAT SUNNYSIDE TERMINAL.

Storage Yards for the Entire Pennsylvania R. R. System at Long Island City, That Cost Millions.

LONG ISLAND R.R.'S BIG IMPROVEMENTS.

HE head and front of the great system of improvements on the Long Island Railroad carried out jointly by the Pennsylvania and Long Island railroads as a part of the great terminal system of the two roads in the City of New York is the Sunnyside yard.

GLENDALE CUTOFF, SHOWING WHERE ROCKAWAY RAILROAD TRACKS GO UNDER MAIN LINE.

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GREAT "DOUBLE" ENGINES PULLING THEIR FIRST TRAIN.

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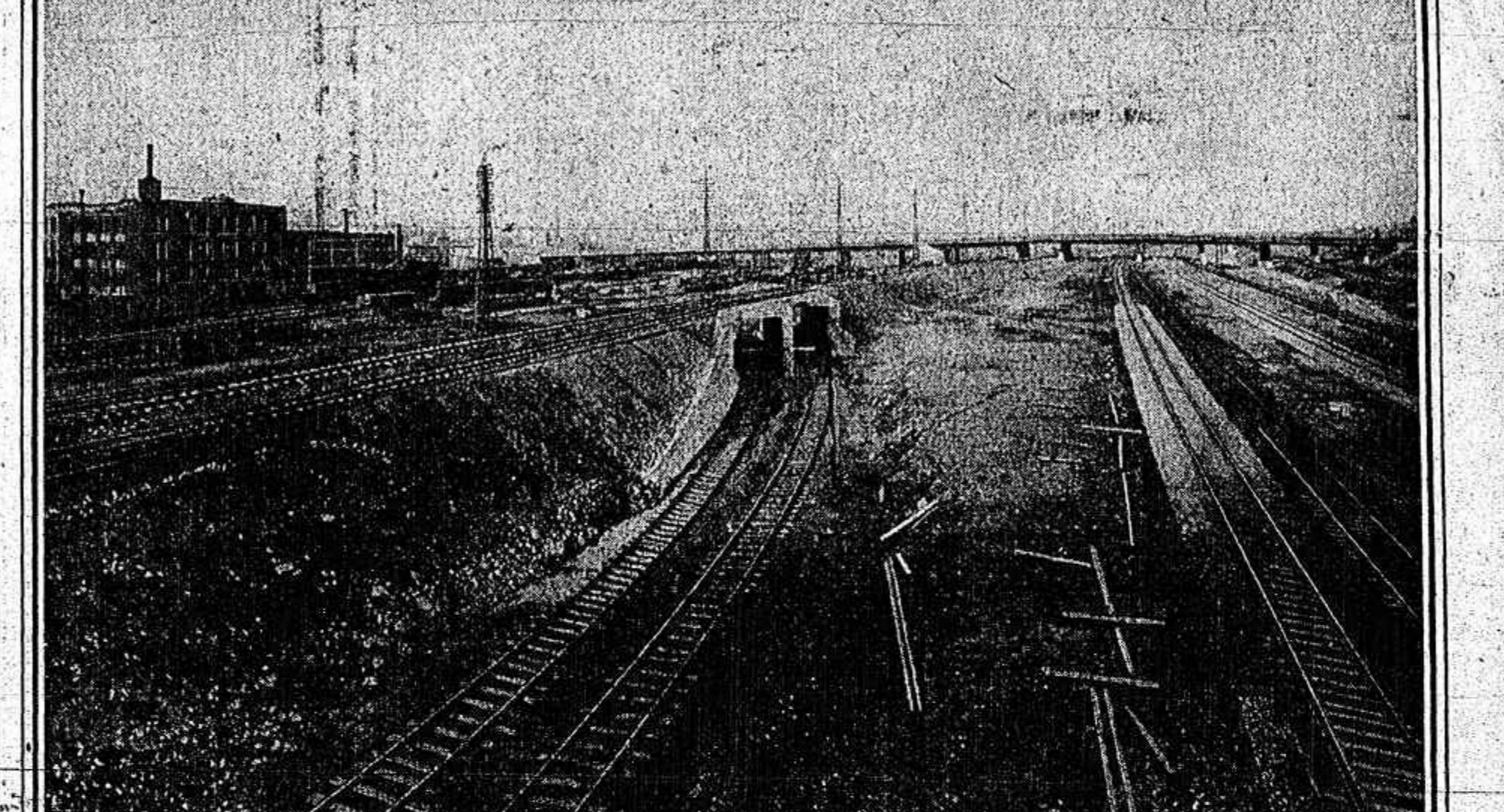
"PAIR" OF 4,000 HORSE-POWER ELECTRIC ENGINES THAT WILL HAUL TRAINS THROUGH TUNNELS.

HE head and front of the great system of improvements on the Long Island Railroad carried out jointly by the Pennsylvania and Long Island railroads as a part of the great terminal system of the two roads in the City of New York is the Sunnyside yard.

SIX-TRACK RAILROAD NEAR WINFIELD.

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SUNNYSIDE YARD VIEWED FROM THOMSON AVENUE.



THE LAND OF PROMISE.

How New York Can Take Care of the Coming Millions. WHY THE ISLAND CAN'T HELP GROWING.

THE population of New York City in the next few years cannot be carried to the north. It will increase at the rate of one million a year.

Long Island is the land of promise. Long Island is the only place left for the coming millions of the city. Can it provide homes for these millions?

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