



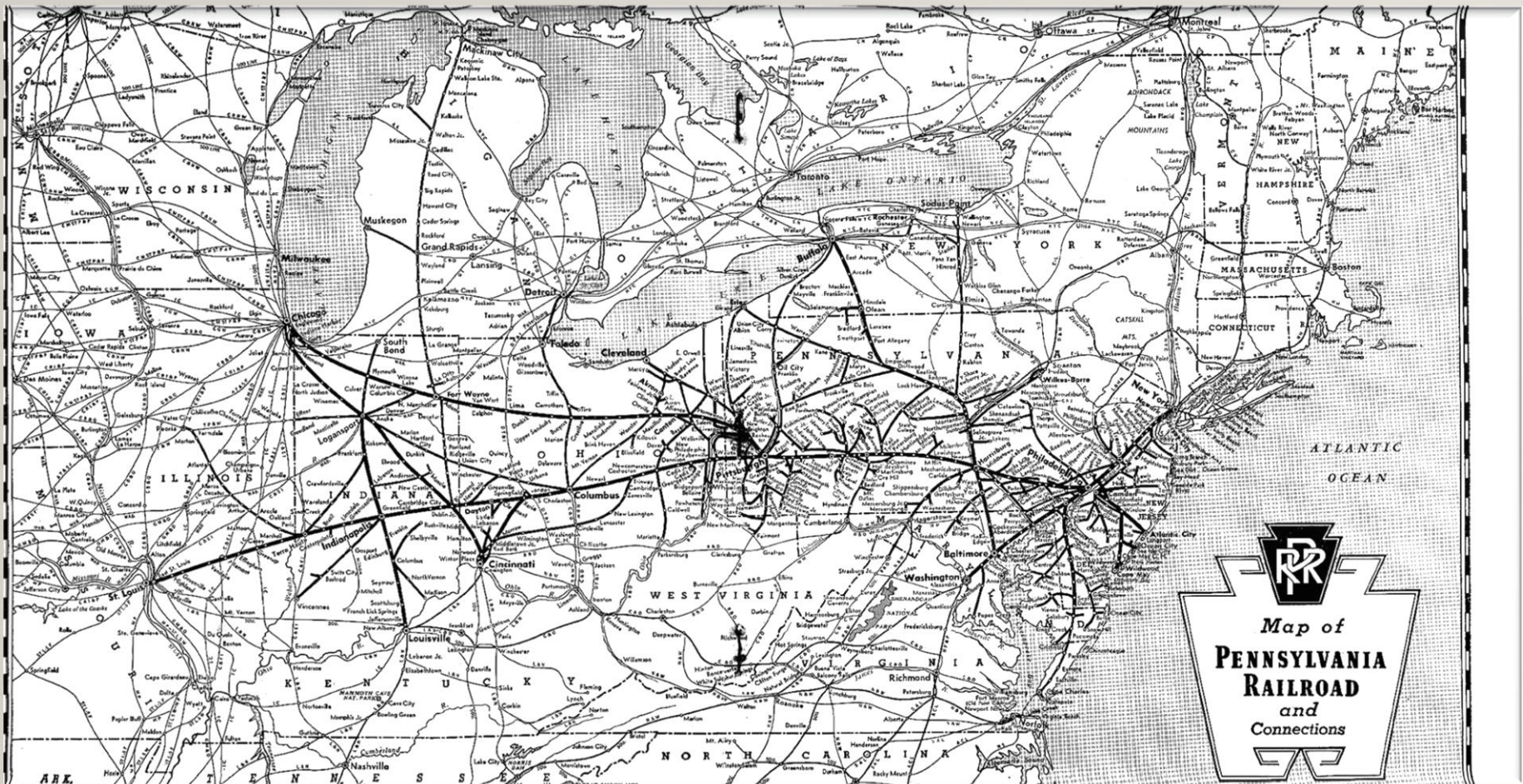
THE PENNSYLVANIA STATION  
IN NEW YORK CITY

*FROM CORPORATE JEWEL*  
**TO CORPORATE VANDALISM**

The great pyramids of Egypt were built  
between 2589 and 2504BC. . .

They are still standing.

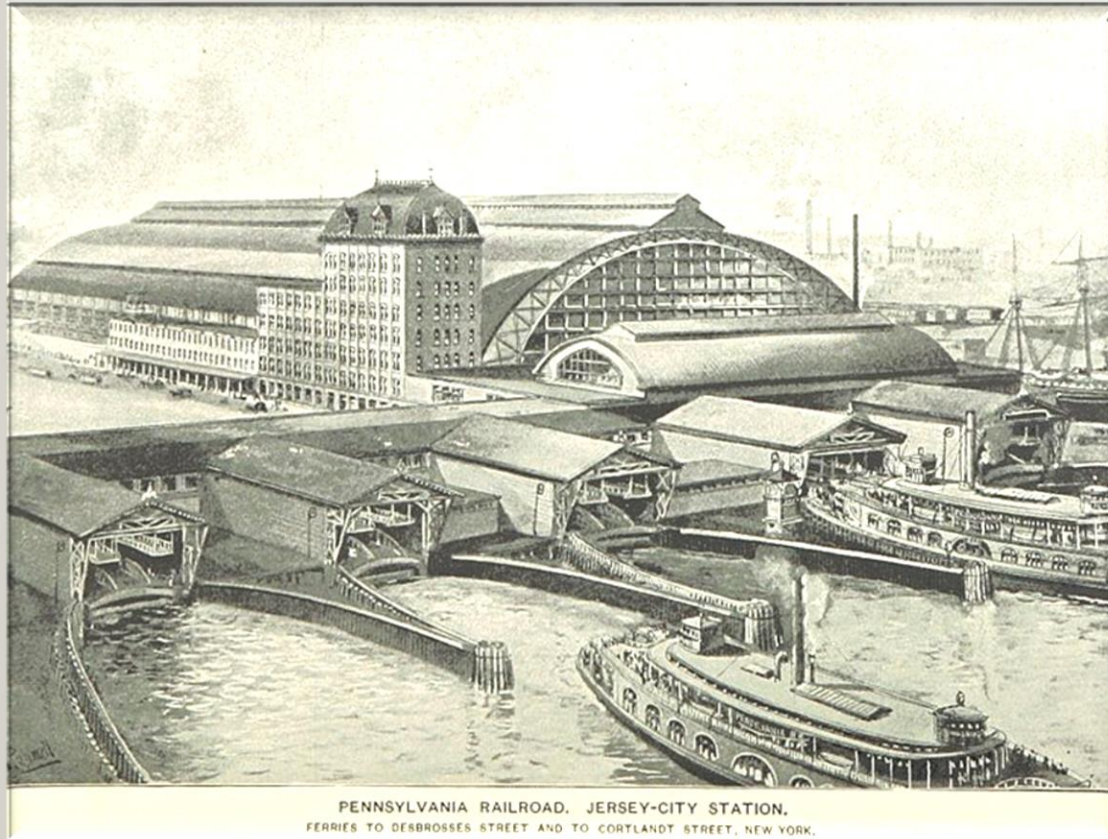
**PENNSYLVANIA STATION WAS BUILT  
BETWEEN 1904 AND 1910.  
IT WAS BUILT TO LAST FOR THE AGES.  
*IT LASTED A MERE 50 YEARS!***



## SYSTEM MAP OF THE PENNSYLVANIA RAILROAD

The Pennsylvania Railroad operated over 10000 miles of track. It was the largest railroad in the US and had a budget second only to the federal government and was the largest corporation in the world. It employed 44,000 people!





## **PRR station and ferry Terminal in Jersey City, NJ 1893.**

Passengers for NYC had to transfer to ferry boats for the balance of their trip across the Hudson River to reach Manhattan.





**Pennsylvania RR ferry,  
New Brunswick**

Built in 1897, she plied the waters between  
Jersey City, NJ and Manhattan.



**New York Harbor in 1900**



## **The “Tenderloin District” in Manhattan**

**This is what the traveler encountered upon arrival in New York City after departing a Pennsylvania RR ferry from Jersey City.**





*Alexander Johnston Cassatt 1839-1906*  
*President of The Pennsylvania RR 1899-1906*  
*"Whose Foresight - Courage - And - Ability Achieved*  
*The Extension of The Pennsylvania Railroad System*  
*Into New York City"*

In anticipation of entering Manhattan,  
the PRR buys the LIRR in 1900 for  
six million dollars.



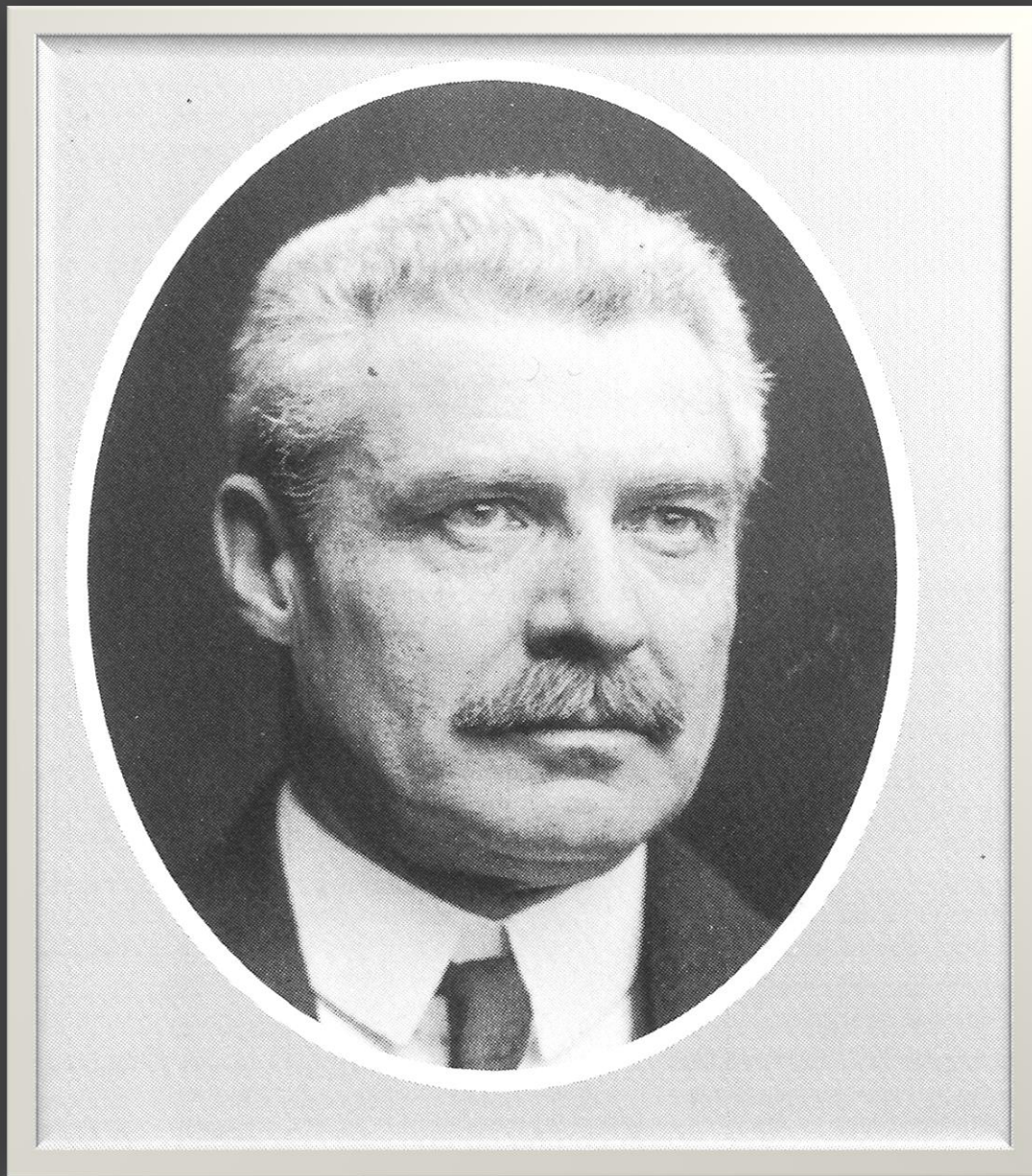


# **RMS Cymric**

## **White Star Line**

Mr. and Mrs. Cassatt traveled aboard this ship on their trip to Europe on July 10, 1901.





*Samuel Rea 1855-1929*

*President of The Pennsylvania Railroad 1913-1927*



*The Gare d'Orsay in Paris*





*The Gare d'Orsay in Paris*

**Its electric traction system  
was the inspiration for  
the Pennsylvania's tunnels.**





### **Charles Follen McKim, 1847-1909**

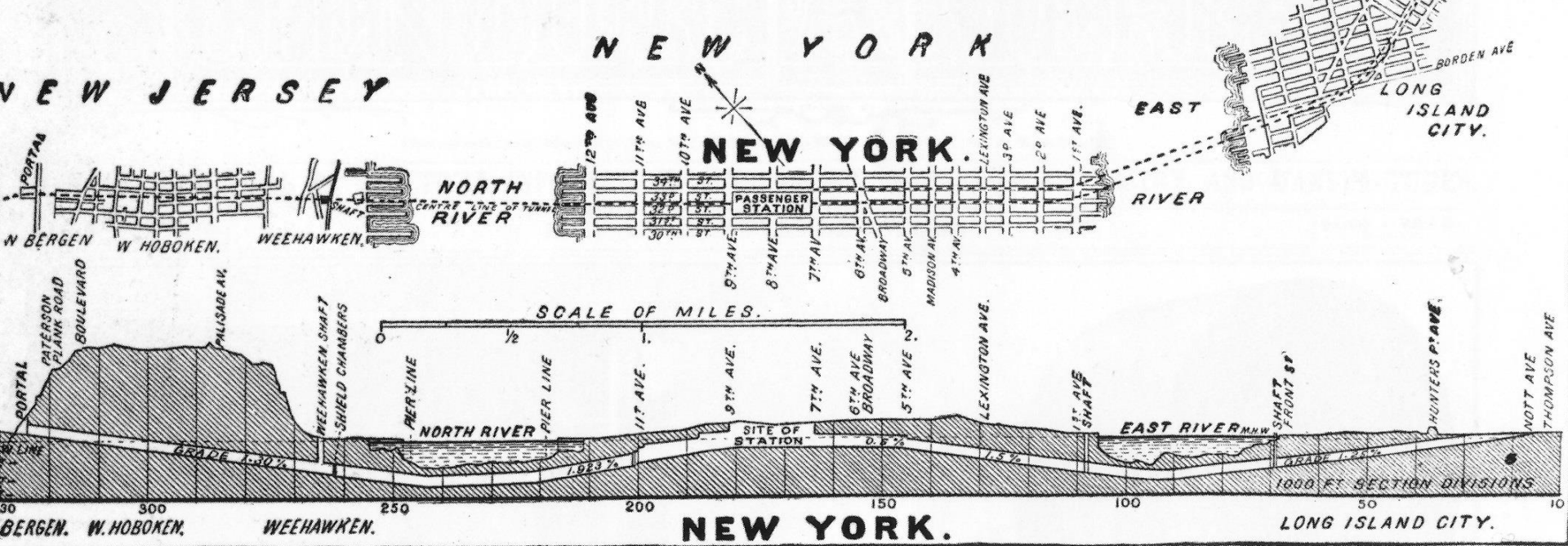
Charles McKim was a partner in the famous architectural firm of McKim, Meade and White in New York City. Known primarily for Beaux-Arts Architecture, Mr. McKim designed in addition to Penn Station, The Boston Public Library, Columbia University, The University Club of New York and The Pierpont Morgan Library.



## Map of New York City

Solid lines indicate existing PRR and LIRR routes.

Broken line Indicates proposed route for accessing Manhattan. The electrification would extend from Sunnyside Yard in Queens to Manhattan Transfer in Harrison, NJ.



## Profile of North and East River Tunnels.

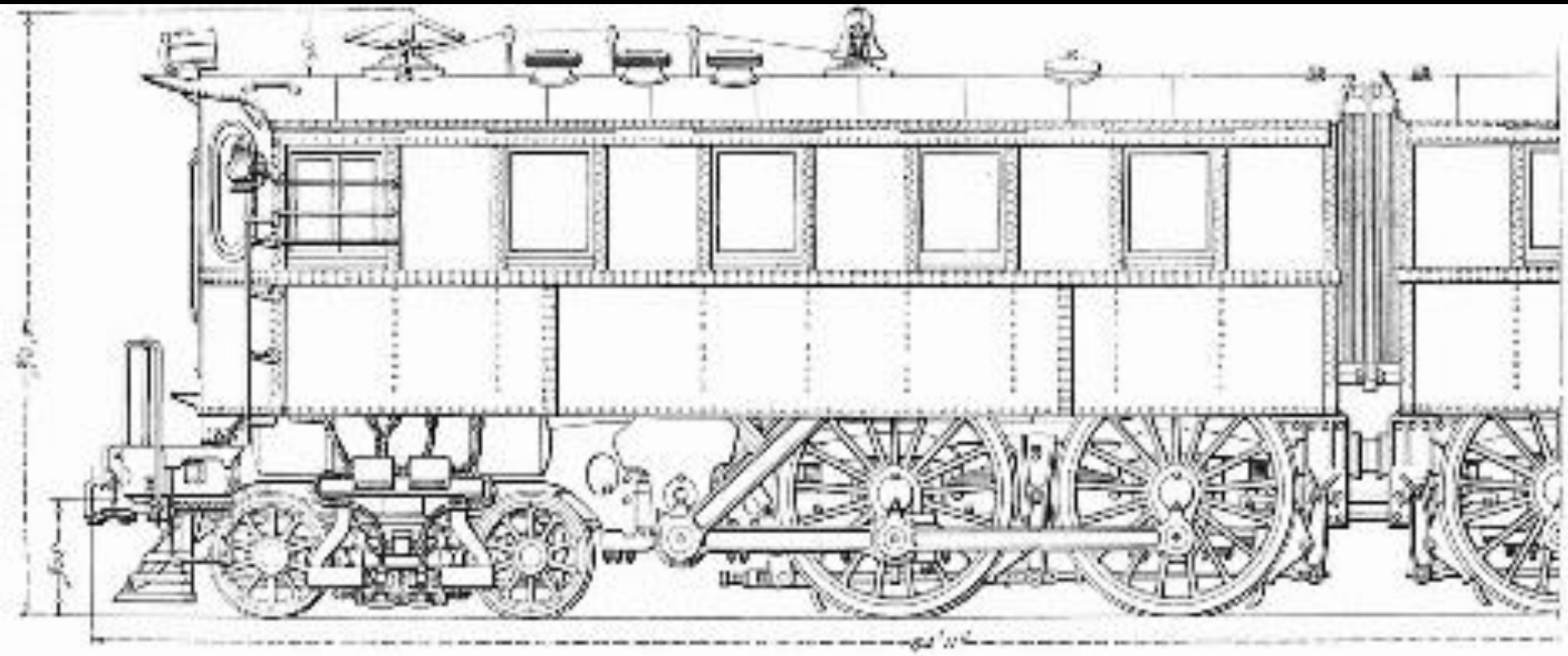
New Jersey to the left, Manhattan and Penn Station in the center,  
Long Island to the right.



While researching for a suitable electric locomotive, the PRR borrowed a New Haven RR Class EP-1.



The final design would be the DD1 electric locomotive that would propel the trains. They would be built by the PRR in their shops in Altoona, PA with Westinghouse electrical gear.





## **DD1 Electric Locomotive**

**64' in length**

**90 tons**

**85 mph max. speed**

**1580 HP**

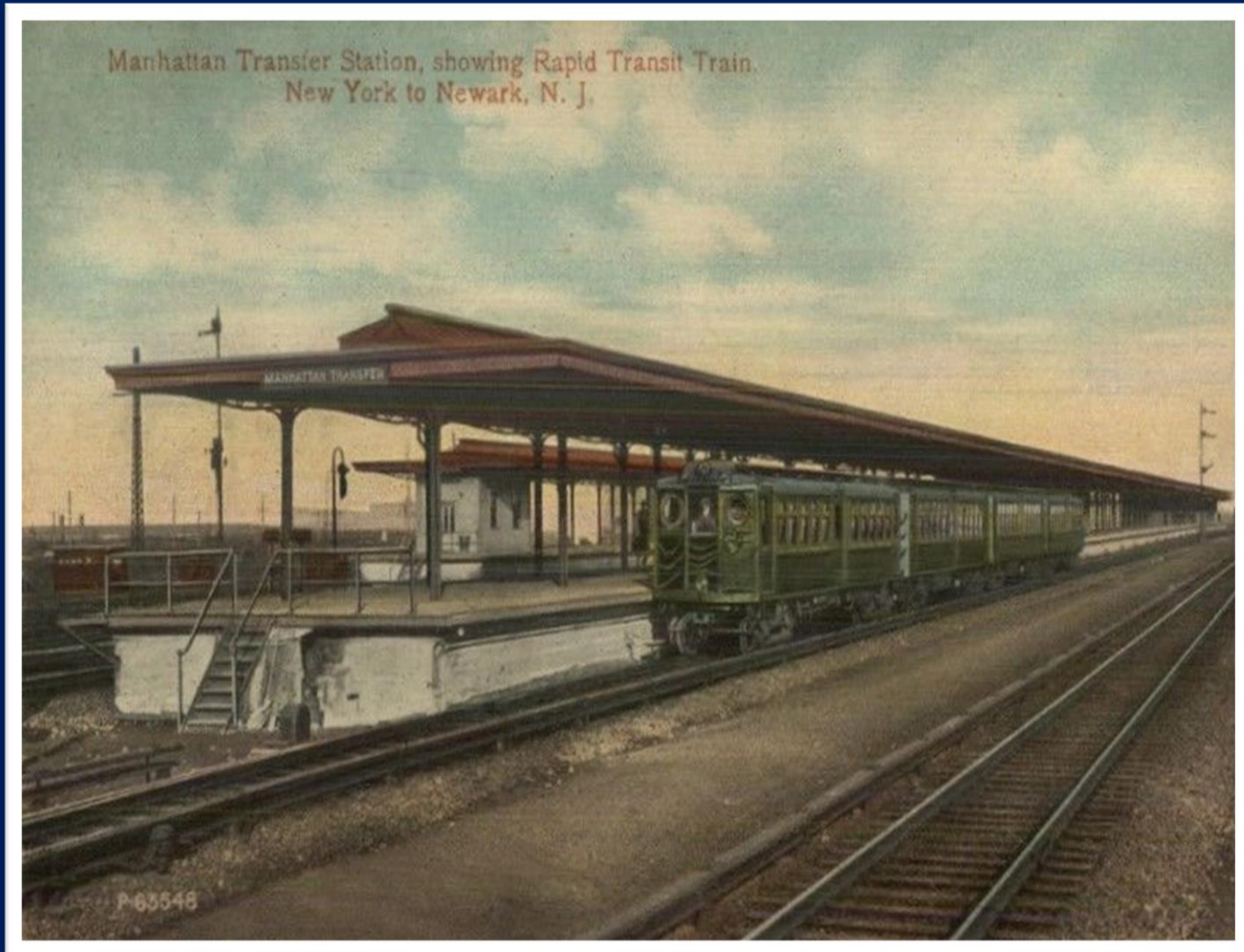
**72" diameter drivers**



# DD1 and train at Manhattan Transfer in 1910.



H&M train at Manhattan Transfer. It was accessible only by train.



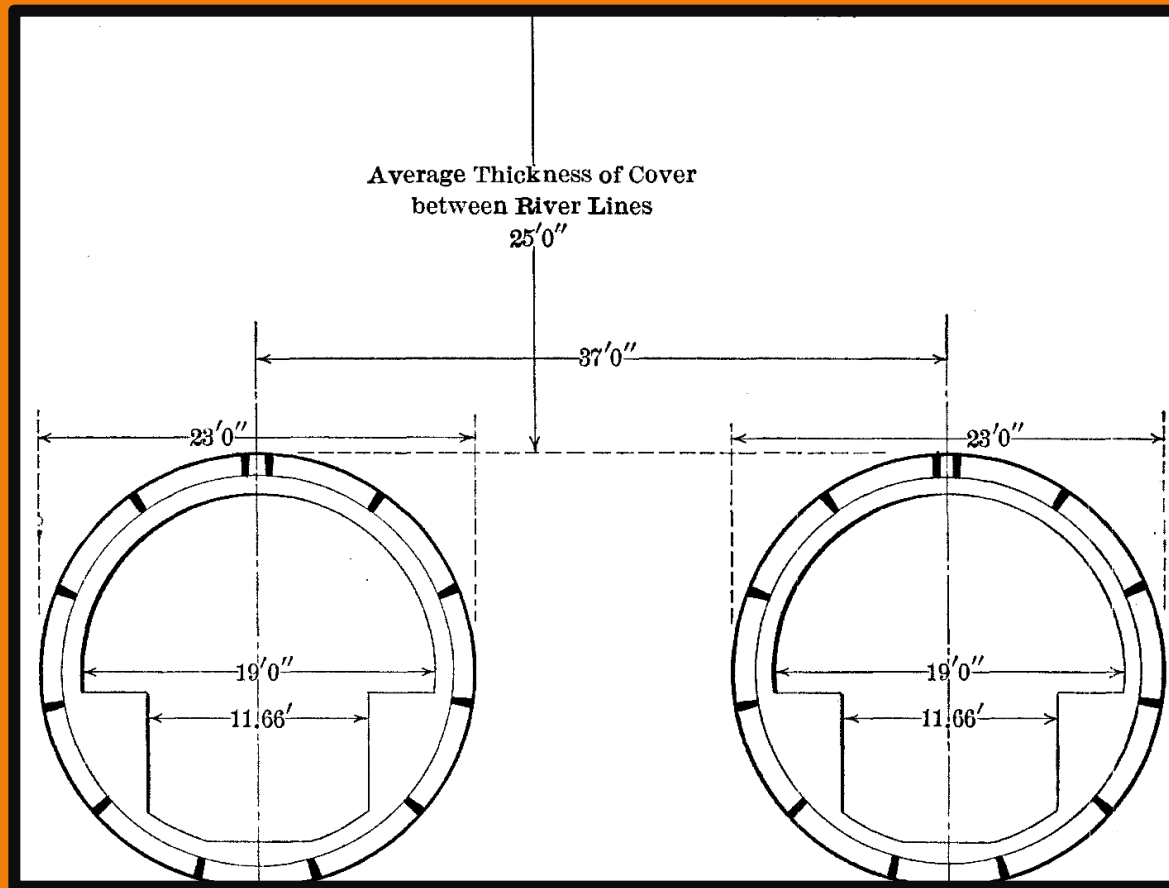
In 1934, the PRR completed its extensive electrification with 11,000Volt AC catenary. The engine change at Manhattan Transfer was no longer needed.





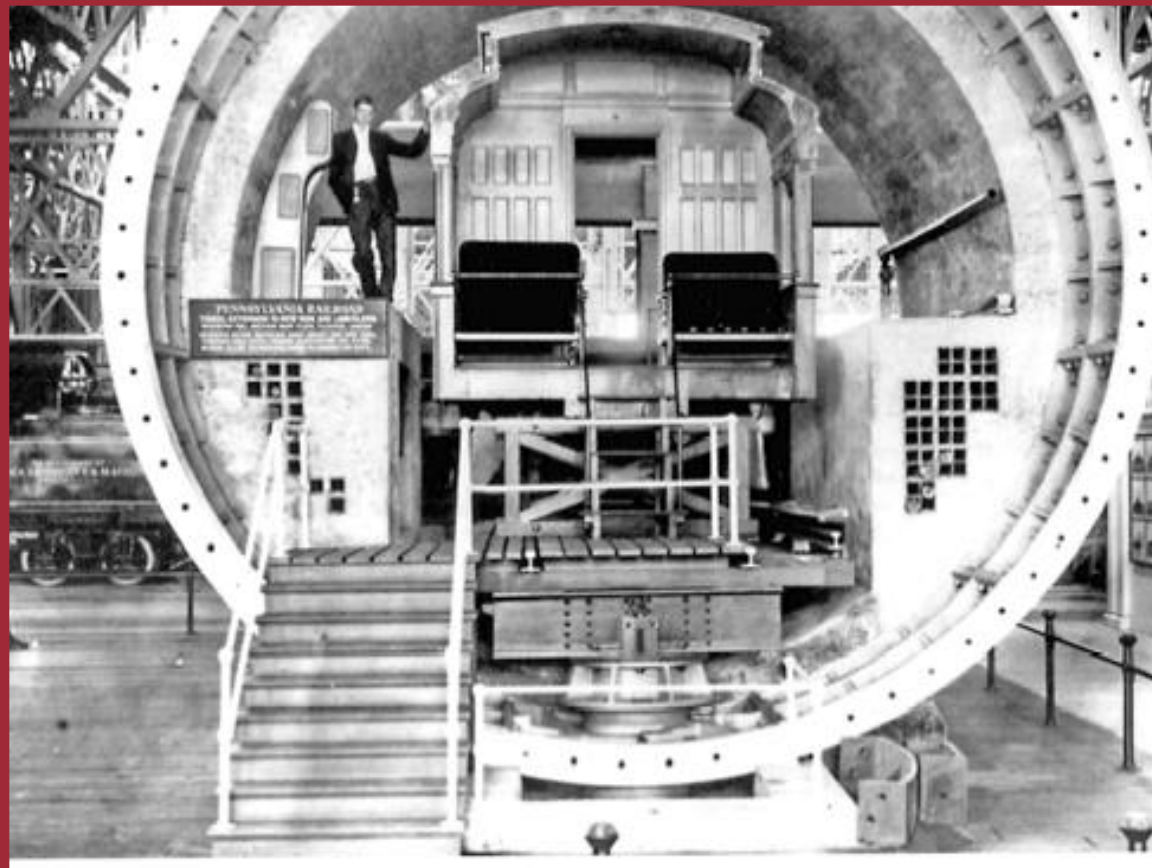
# Site of Manhattan Transfer today.





## CROSS-SECTION OF TUNNELS

The plan was to construct two tunnels under  
The Hudson River and four tunnels under Manhattan and the East River  
totaling sixteen miles.



## **CROSS SECTION OF SUB-AQUEOUS TUNNEL**

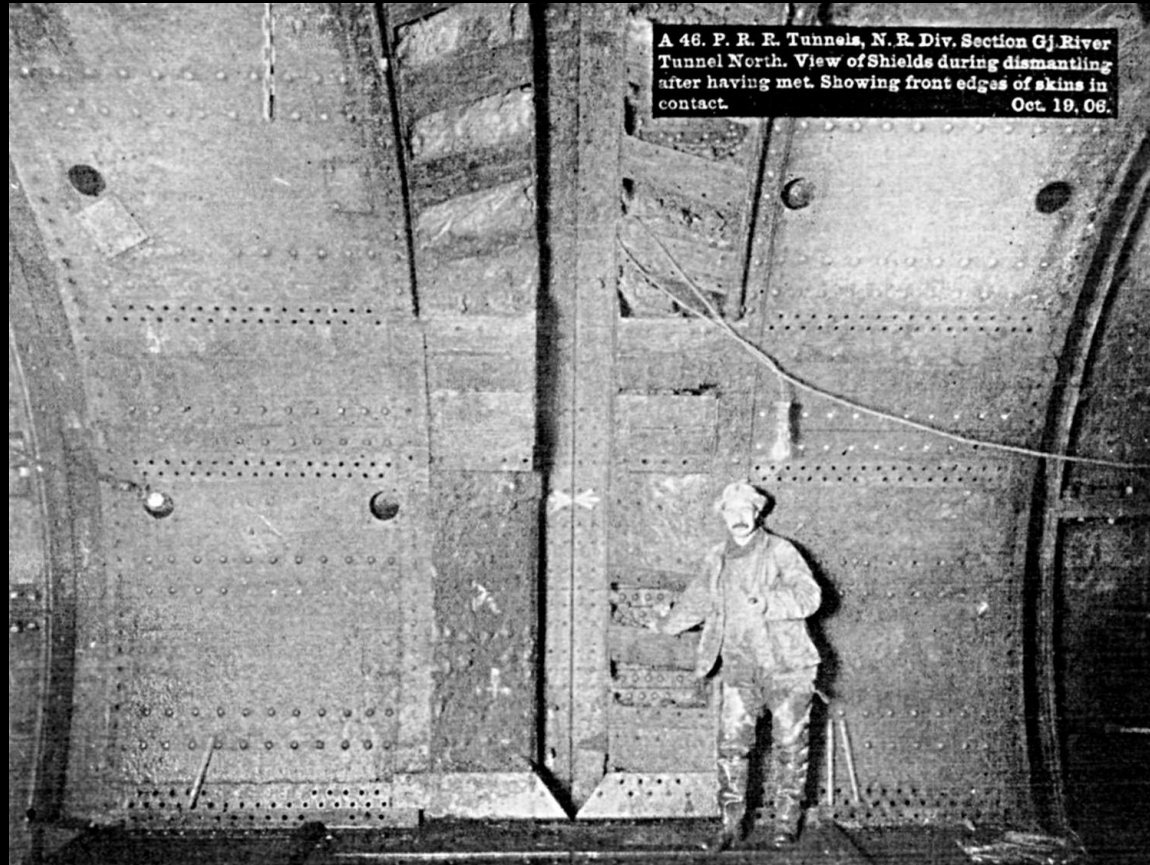
On display at the 1904  
St. Louis Exposition. This section was actually installed in  
one of the North River tunnels.





## INTERIOR OF TUNNEL UNDER CONSTRUCTION

Note surveyor to the left.



## THE TUNNEL HEADINGS MEET

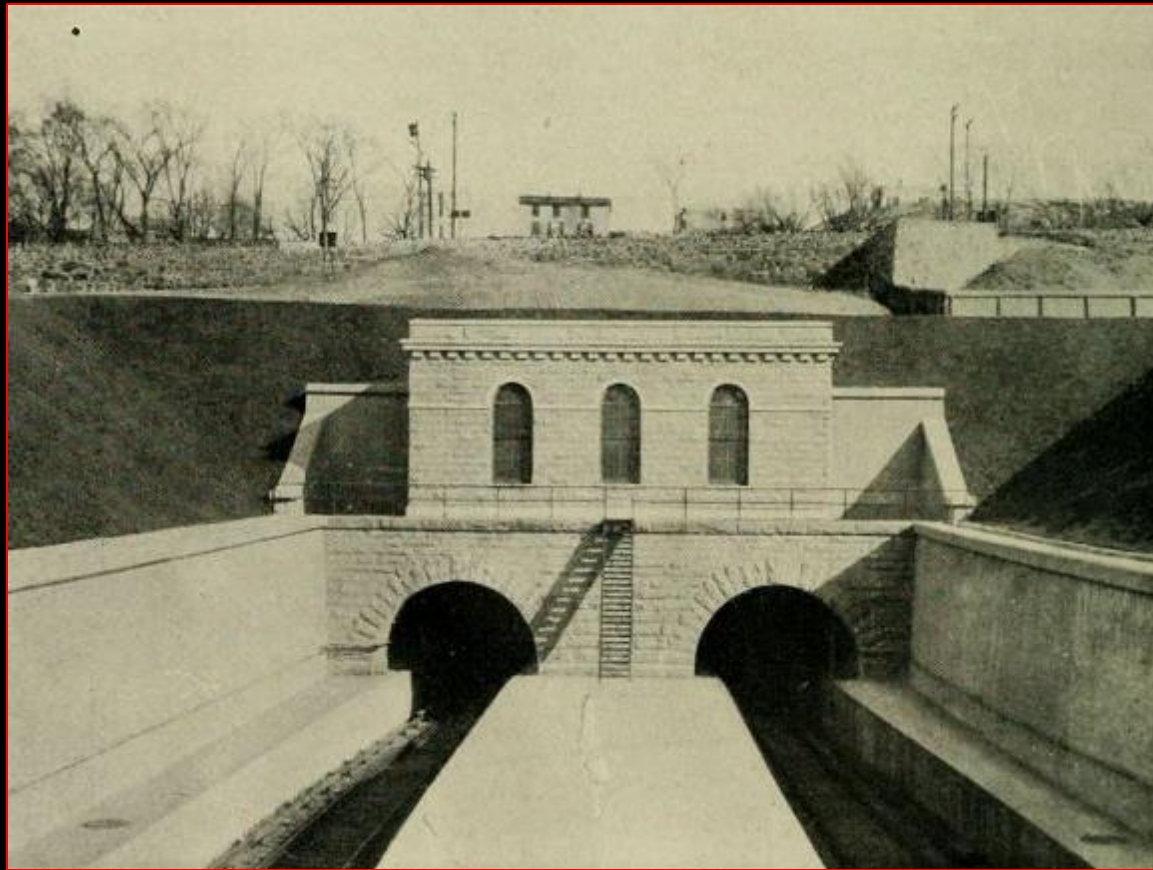
October 9, 1906

They were  $1/16^{\text{th}}$  of an inch off.



**PLAQUE COMMEMORATING WHERE THE  
TUNNEL HEADINGS MET, OCT. 9, 1906.**





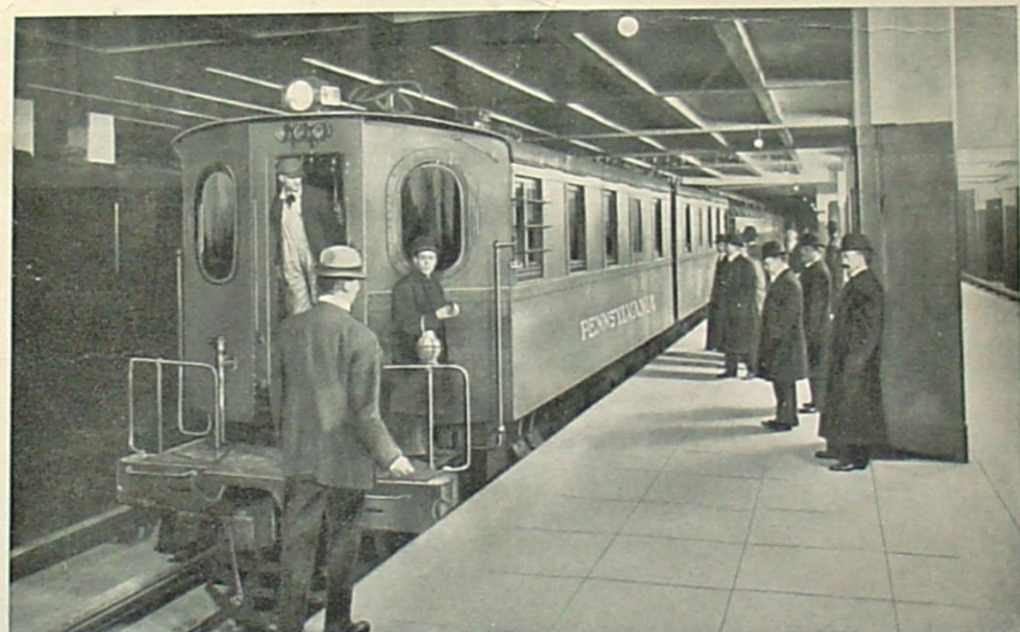
**North River tunnel portals  
Bergen Hill, 1910**

AC catenary was 25 years in the future.

# Train with DD1 entering Penn Station.







THE PENNSYLVANIA STATION, NEW YORK CITY. INCOMING TRAIN WITH ELECTRIC ENGINE.

**DD1 at platform level ca. 1910**





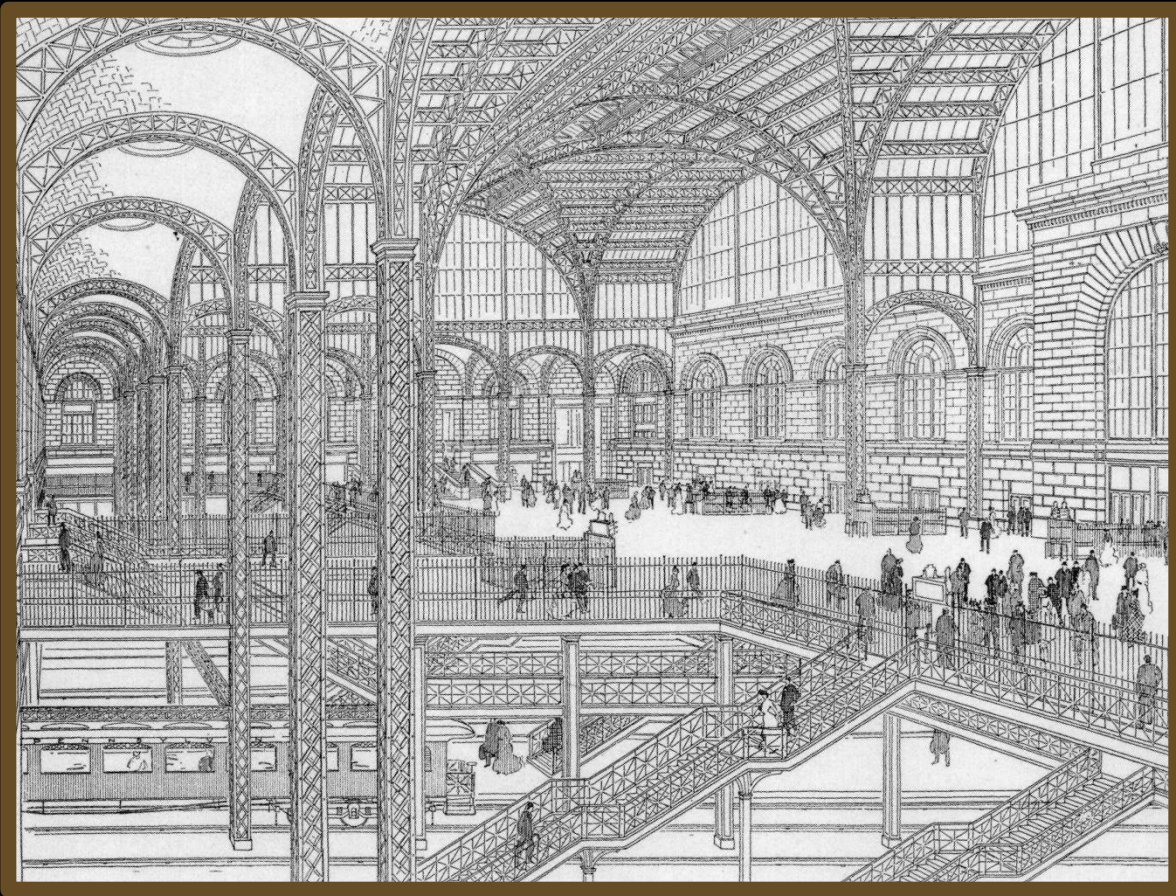
**McKim, Mead & White drawing of Seventh  
Avenue Arcade**

This arcade took the traveler from Seventh  
Avenue to the main concourse and ticket  
offices.



**Seventh Avenue arcade to the right, this view shows the main ticket concourse.**





**Drawing of main train concourse.**



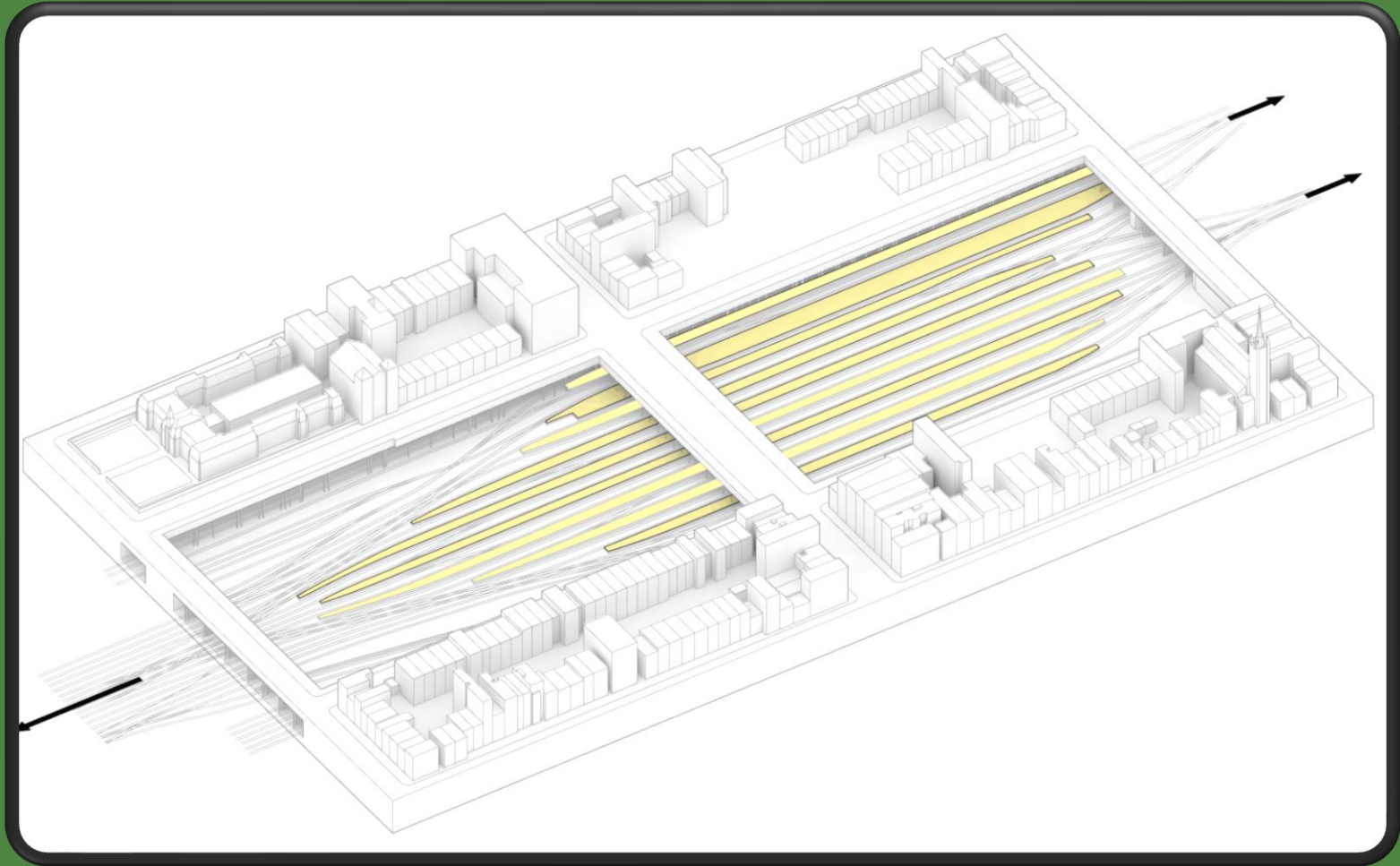
# Penn Station Statistics

Total cost in 1910 was \$114 million.  
That equates to \$3.3 billion today.

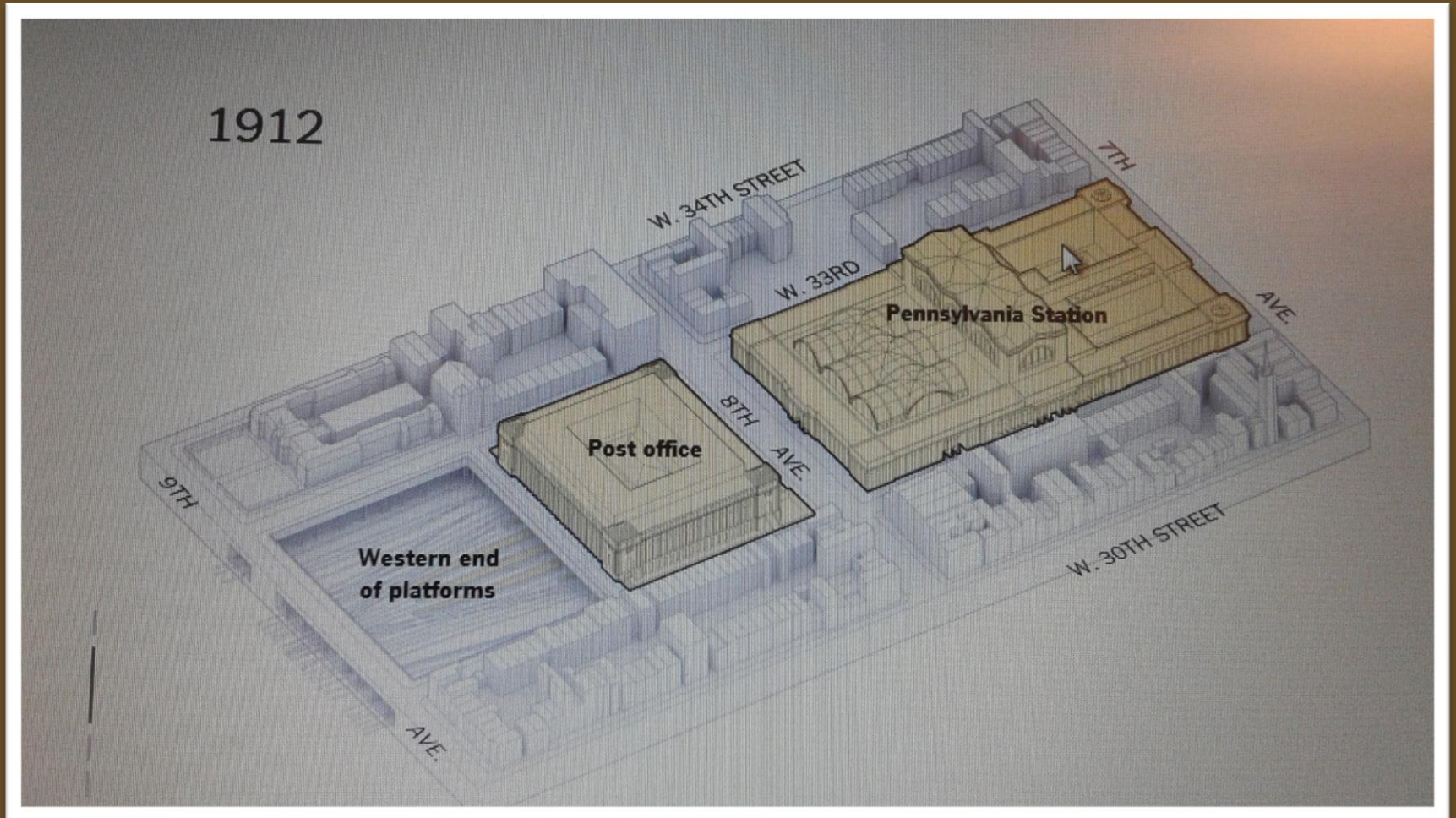
## PENN STATION STATISTICS

Foundation begun.....	June 1, 1906
First steel column erected.....	May 27, 1907
First stone set.....	June 15, 1908
Finished exterior masonry.....	July 31, 1909
Station completed.....	Aug. 1, 1910
Total employed.....	4,240
Total granite.....	490,000 cubic feet
Total steel.....	80,350 tons
Ceiling lights.....	155,000
Main waiting room.....	33,000 sq. ft.
Train concourse.....	48,384 sq. ft.
Longest platform.....	1,140 feet

# The tracks and platforms.

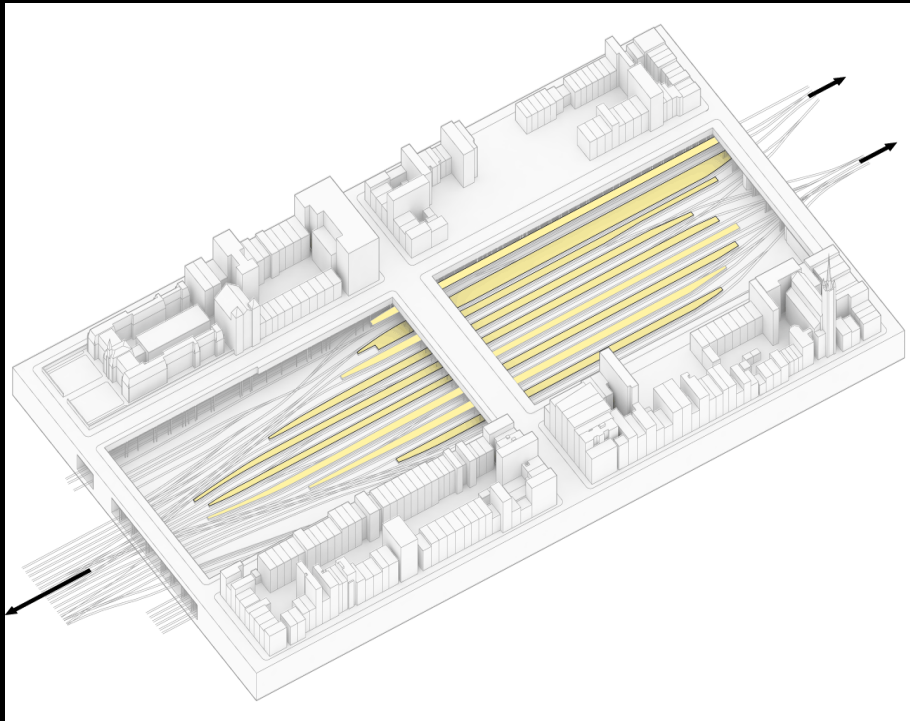


# The area the station would cover.

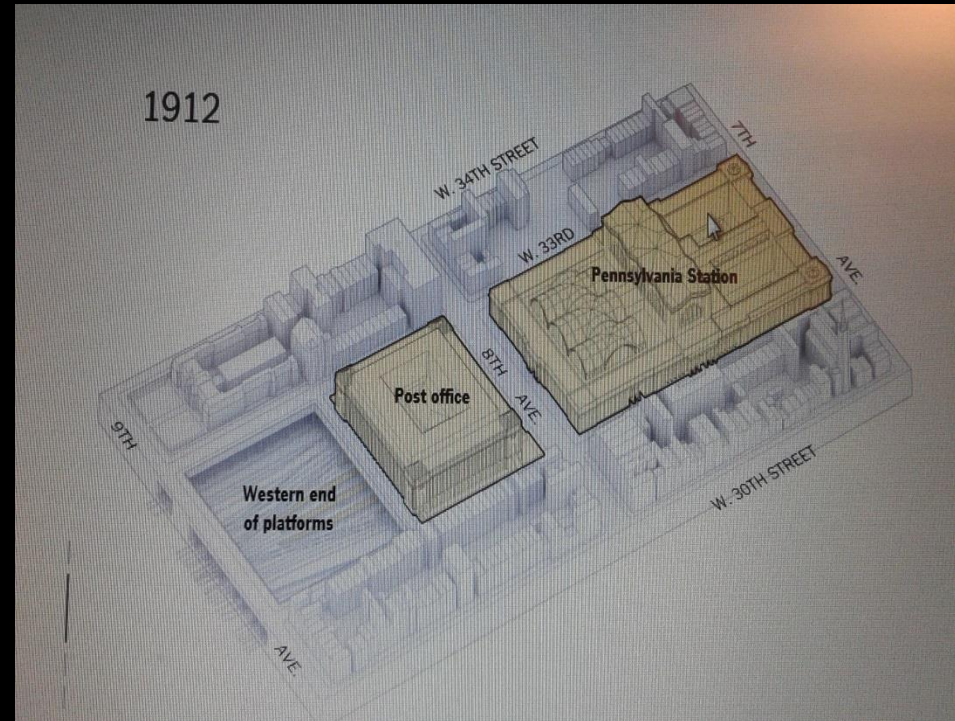




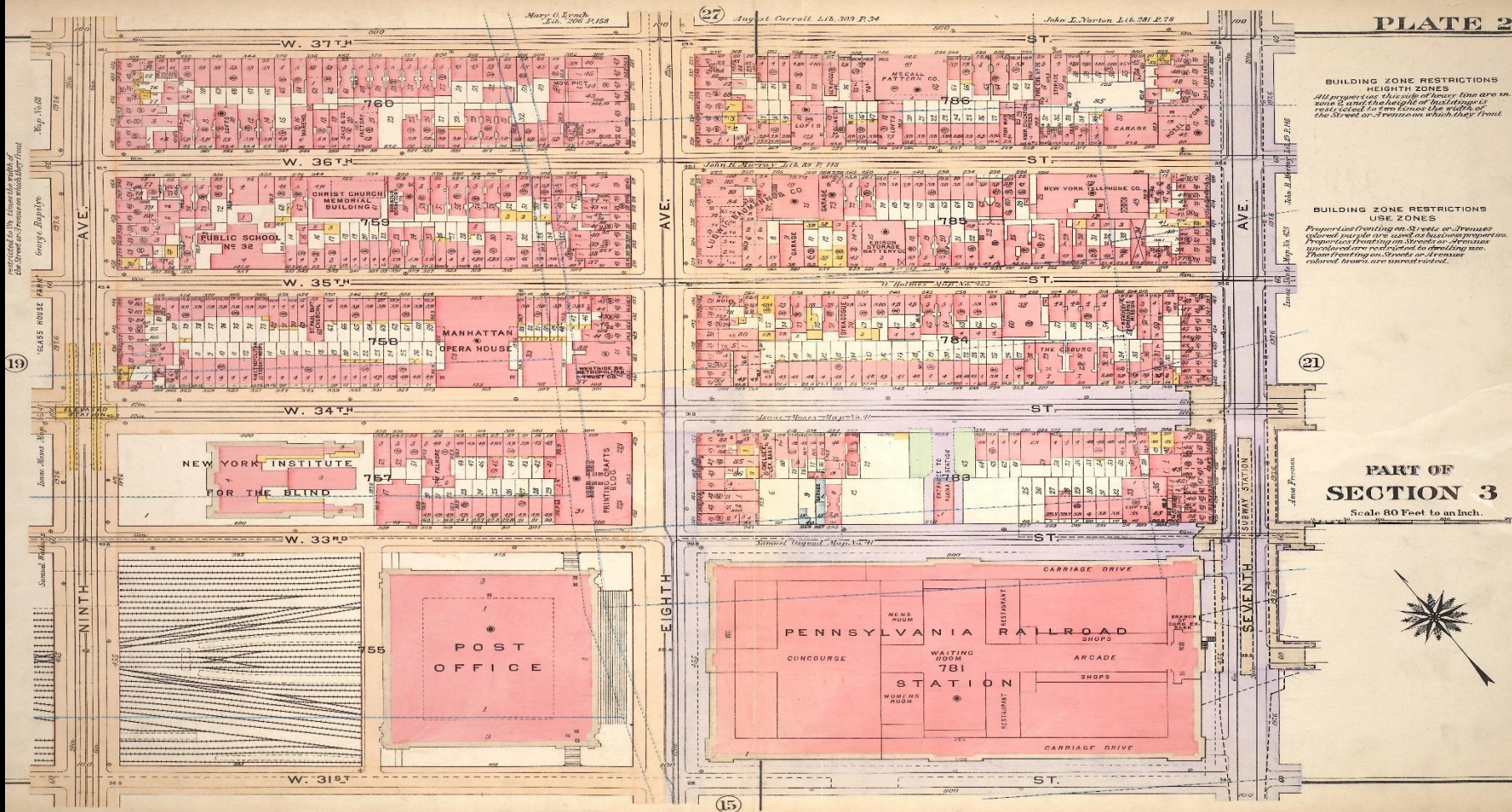
**16 miles of track**



**The building covered 8.5 acres**







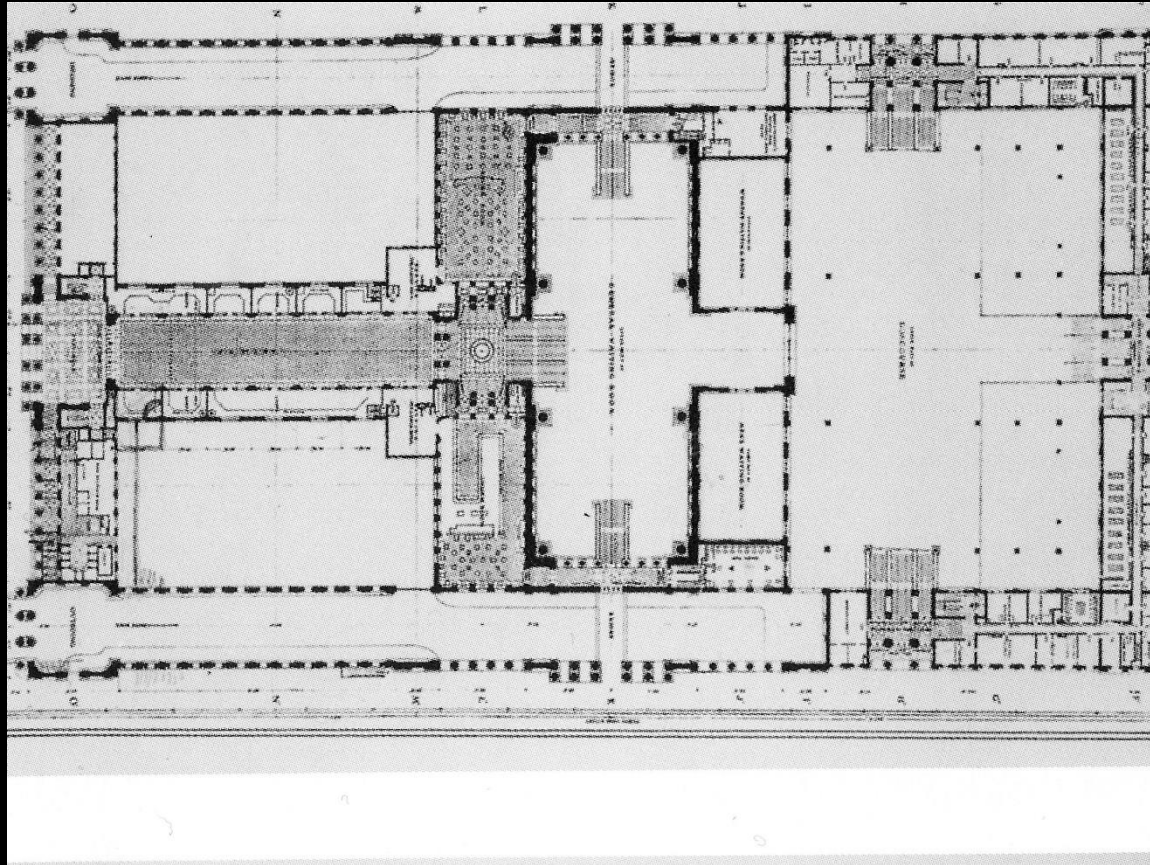


# THE STATION RISES

"A massive affront to the Vanderbilts"

Lucius Beebe





## Floor Plan of Penn Station

From left to right; Seventh Ave. entrance, commercial arcade,  
general waiting room, train gates



**Excavation for Penn Station  
Looking East Towards Seventh Ave. 1904**

**THIS EXCAVATION COMPRISED 8.5 ACRES  
AND WAS 75 FEET DEEP.  
FIVE HUNDRED BUILDINGS WERE DEMOLISHED,  
SIX THOUSAND PEOPLE WERE FORCED TO MOVE.**



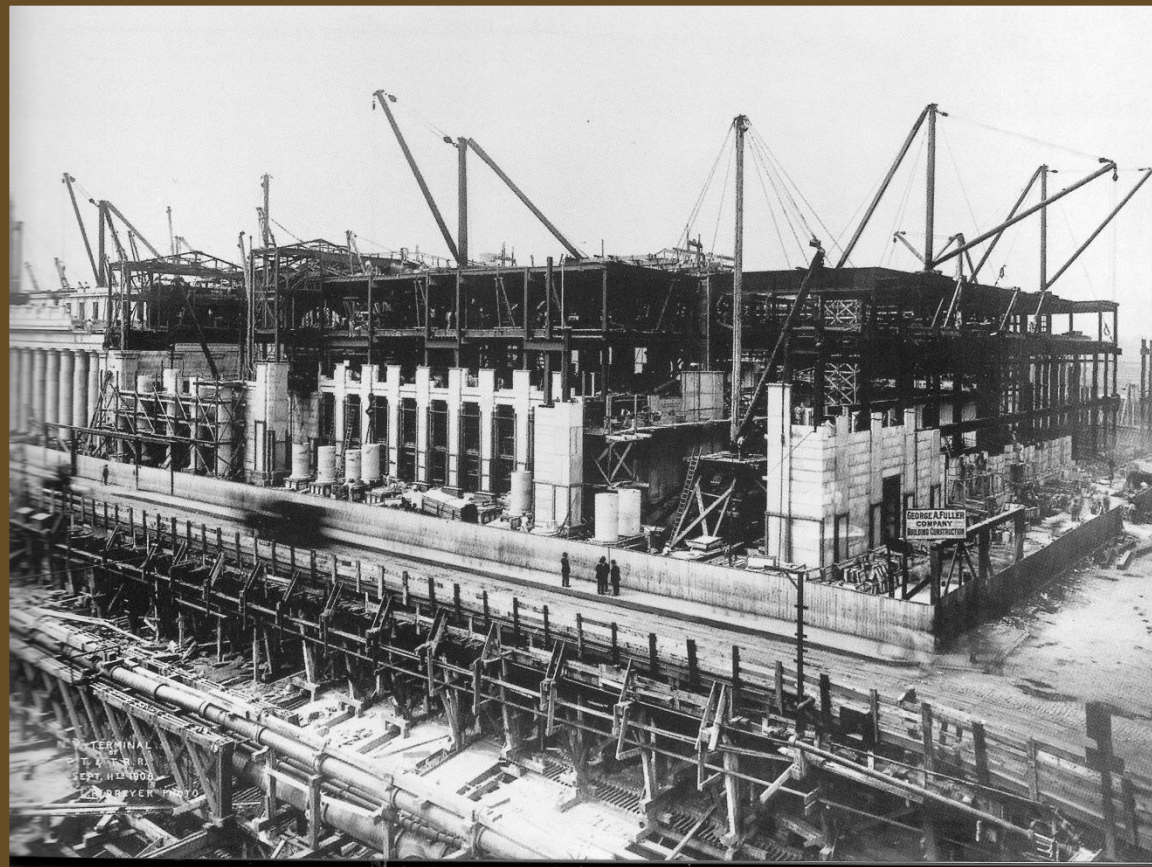
# Structural Steel Begins To Rise





## **Excavation Looking Northeast**

**Note trestle carrying narrow gauge railroad  
and tracks in excavation used to haul away material.**



**Seventh Avenue Facade**  
**September 11, 1908**



**PENNSYLVANIA STATION**  
**November 1910**





**MAIN ENTRANCE  
SEVENTH AVENUE**



## THE COMMERCIAL ARCADE

*Elegant shops flanked both sides of the arcade.*



**SHOP INTERIOR  
COMMERCIAL ARCADE**





**THE GRAND STAIRWAY  
AT COMMERCIAL ARCADE**



**VIEW FROM  
THE GRAND STAIRWAY**

THE DOORS IN THE BACKGROUND  
OPENED INTO THE MAIN TRAIN  
CONCOURSE.



**THE MAIN TICKET CONCOURSE**





## *The elegant Savarin Restaurant*

*Travelers could dine prior to boarding a train or, perhaps, before attending an evening performance at the theater.*



## **The main train concourse**

Note the elegant tracery of the glass and steelwork.



**Skylights over main train concourse**





**The main train concourse showing  
gate markers to the tracks below.**



**Main train concourse from platforms**



**The main train concourse.  
Opening day.**

Over 100,000 people came to see the  
station on opening day.

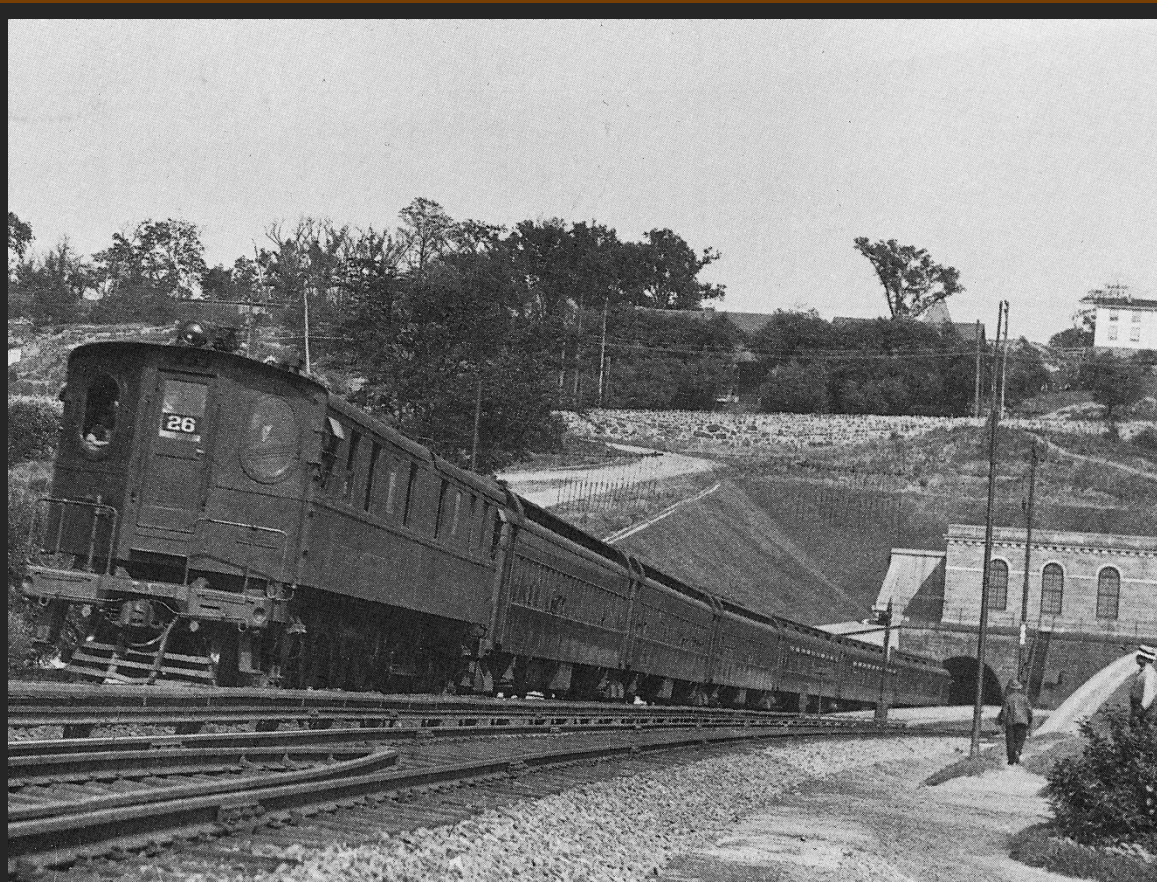




The date is November 27, 1910.

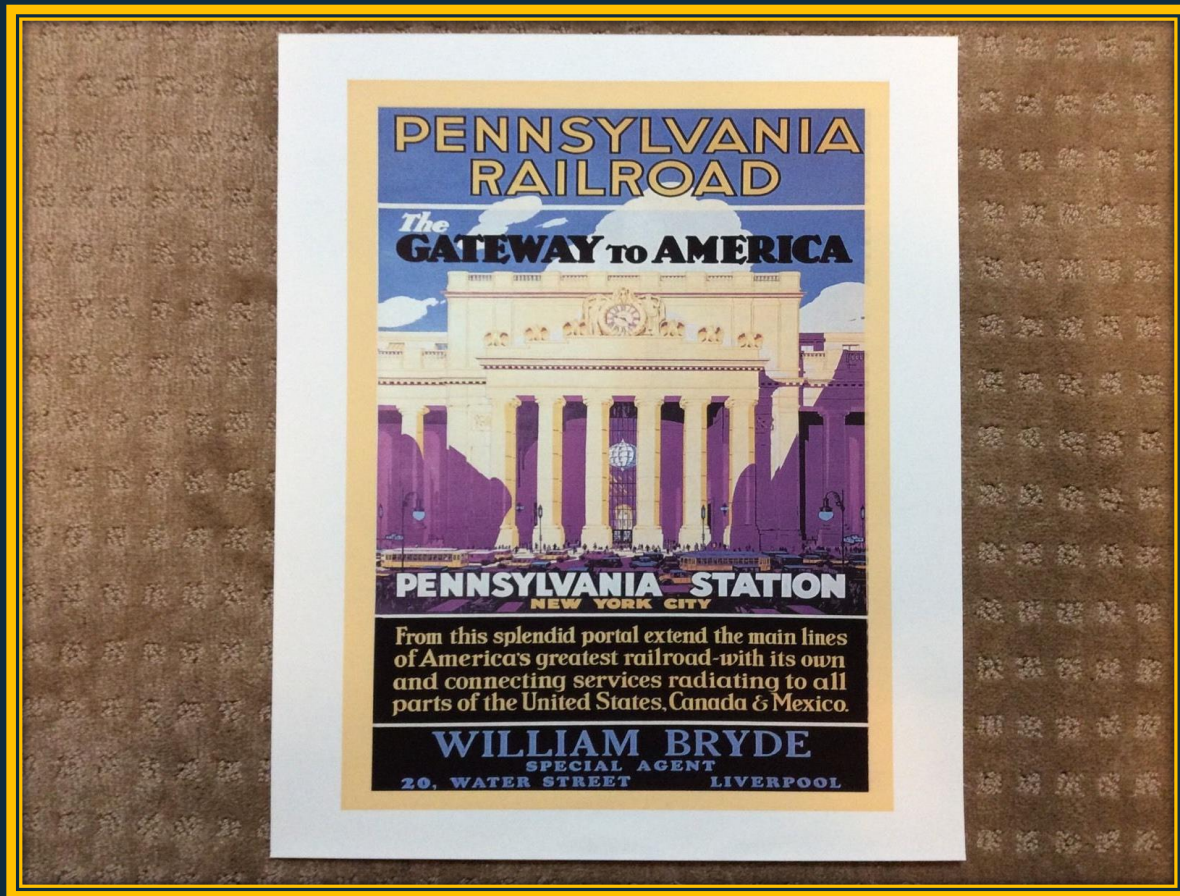
Pennsylvania Station was officially opened  
to the world.

Sadly, neither Messrs. Cassatt and McKim  
lived to see it.



**DD1 with train bursts into brilliant  
sunlight at the Bergen Hill portals in NJ.**





Poster proclaiming the opening of  
Pennsylvania Station

*"The GATEWAY to AMERICA"*



# Penn Station in the 1930's.





**The capstone to Mr. Cassatt's grand plan  
was the magnificent Hell Gate Bridge  
spanning the East River.**

*The Hell Gate Bridge connected the New Haven and Pennsylvania  
Railroads providing a thru rail route from New England to the west and  
south via the Pennsylvania Station.*

Having just crossed the Hell Gate Bridge, a Boston to Washington train having come down off the New Haven RR is about to enter one of the East River tunnels in 1948.





Trains between Washington, DC and Boston could now operate over The Pennsylvania and New Haven Railroads via Pennsylvania Station.





**THE STATION PLATFORMS WERE IN TOTAL  
CONTRAST TO THE BUILDING - FUNCTIONAL  
AND PLAIN.**



128. A night view of Pennsylvania Station in New York.

A night view of Penn Station





**DECEMBER 7, 1941; THE UNITED STATES AND  
PENN STATION GO TO WAR AGAINST THE AXIS.**

**In the record year of 1945, 110 million people  
passed thru Pennsylvania Station.**

**These would be the halcyon years.**



**THE TICKET CONCOURSE DURING WWII**



**THE TRAIN CONCOURSE DURING WWII**



# 1945; Hollywood visits Penn Station



**In September of 1945 WWII ended.  
The Pennsylvania RR prepared for a  
postwar traffic boom  
that would never happen.**

The logo of the Pennsylvania Railroad, featuring a large, stylized 'RR' in white with a black outline, set against a dark red background. The logo is partially obscured by the text.

**For the first time in its 100 year  
history in 1946  
the Pennsylvania RR lost money.  
The decline of the Pennsylvania  
Railroad and  
Penn Station had begun.**



**the modern design for '49**  
**new *Hudson***

At the end of WW II, this is what returning service personnel wanted. . .new automobiles; not trains.

The decline of the American passenger train had begun and could not be reversed. The halcyon years of the passenger train were all but over.





*In the mid-1950's, the railroad  
installed this hideous canopy  
over new ticket windows.*

It totally blocked access to the train  
concourse.

# THE DESTRUCTION OF PENN STATION

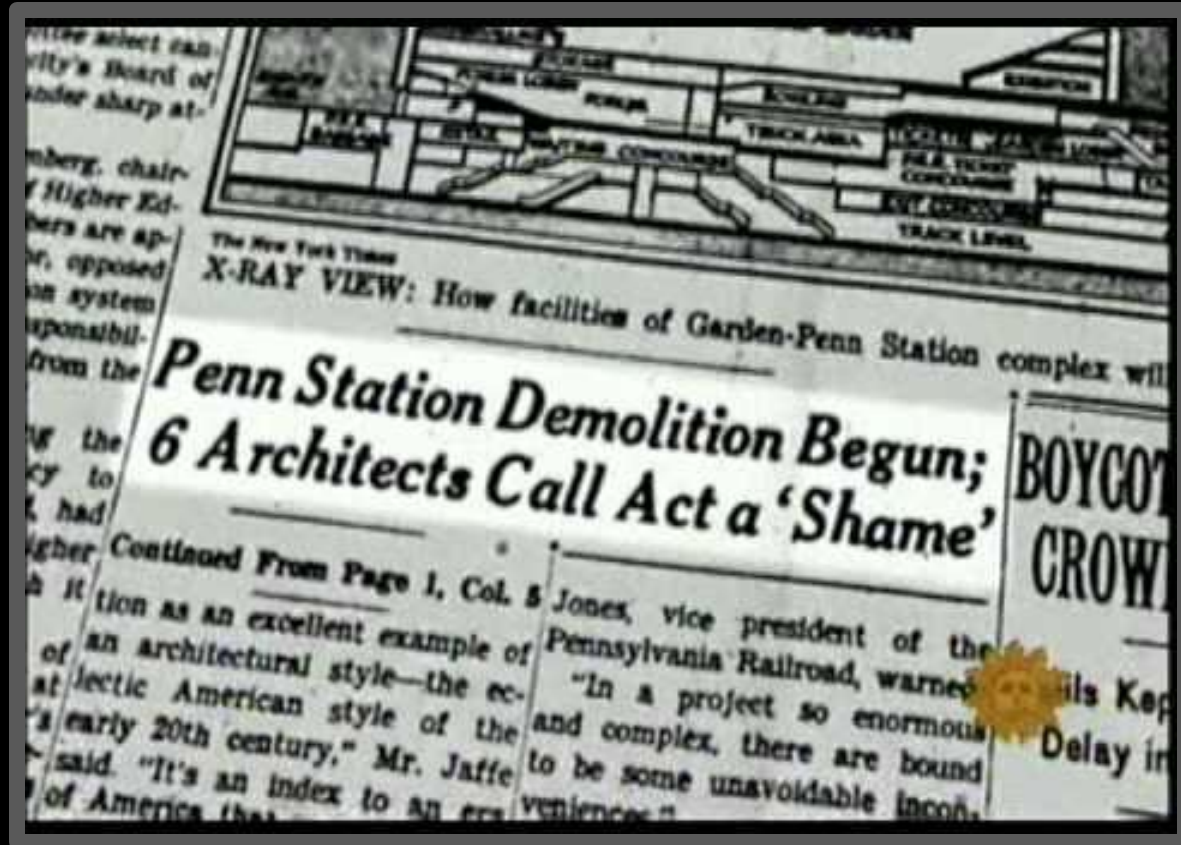
“Where we once entered like kings,  
we now exit like rats.” Vincent Sculley

1910



1964





**Peoples' fears were confirmed in  
The NEW YORK TIMES  
in October of 1963.**

Penn Station would be destroyed and  
replaced with a non-descript,  
new Madison Square Garden .



The station was sarcastically  
referred to as  
“that ancient stone pile.”



**MADISON SQUARE GARDEN CENTER** • architect: CHARLES LUCKMAN ASSOCIATES; general contractor: TURNER CONSTRUCTION CO. & DEL E. WEBB CORP.; consulting engineers: SYSKA & HENNESSY, INC.; plumbing contractor: WACHTEL PLUMBING CO., INC.; plumbing wholesaler: GLAUBER, INC.; fixture manufacturer: KOHLER CO.

**TWO PENNSYLVANIA PLAZA** • architect: CHARLES LUCKMAN ASSOCIATES; general contractor: TISHMAN REALTY & CONSTRUCTION CO., INC.; consulting engineers: JAROS, BAUM & BOLLES; plumbing contractor: WACHTEL PLUMBING CO., INC.; plumbing wholesaler: GLAUBER, INC.; fixture manufacturer: KOHLER CO.

## Madison Square Garden Center

**This would be the replacement,  
a non-descript sports arena  
and office building.**

The grandeur that was Pennsylvania Station  
would be reduced to a subterranean passageway.

**The Pennsylvania RR built  
Penn Station for us.**

***They owned it, we used it.  
It was theirs to destroy. . .  
and they did!***

The demolition began  
in 1963.

By 1966 it was gone.





*Removal of the eagles*



**First to be removed were  
the proud eagles  
which adorned all the entrances.**

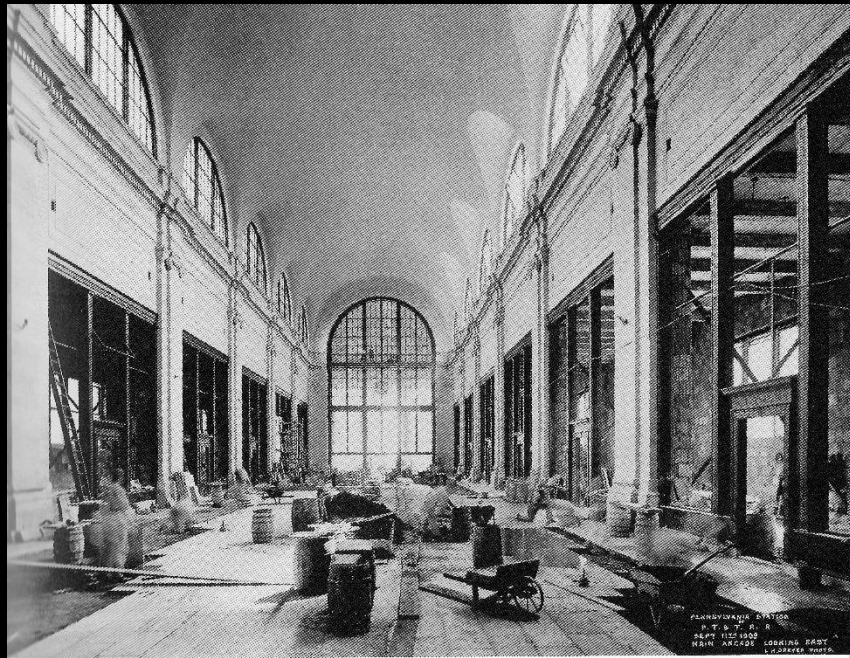
Note how the first eagle  
appears to be shedding a tear.

Destruction of the commercial arcade. The once elegant shops are reduced to rubble.



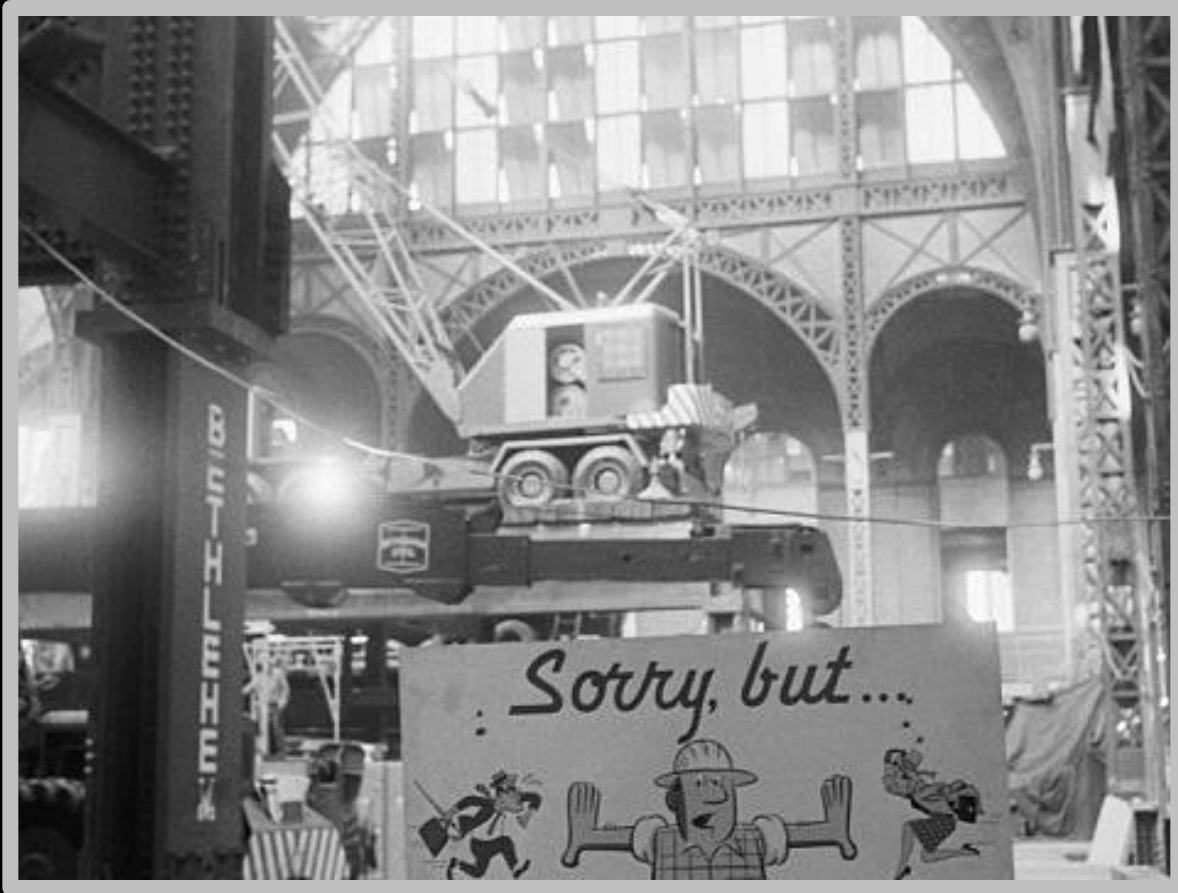


**Commercial arcade under construction.**



**Commercial arcade being destroyed.**





**The train concourse being  
torn down.**



**The ticket concourse is gone.**

In the background are the skeletal remains  
of the train concourse.





**The last remnants of  
Penn Station.**

**This was the Seventh Avenue entrance; “Gateway to  
America.”**

**Note Madison Square Garden  
rising in the background.**



**The main train concourse which echoed  
to the sounds of travelers boarding their  
trains now echoes to the sounds of its  
demise.**



**Beautiful Adolph Weinman sculptures  
unceremoniously dumped  
in the Jersey meadows**





**Penn Station is lost forever  
to the ages, to remain in but  
memories and photographs.**

Structural steel rises for the  
Madison Square Garden arena.

# Entrances to Penn Station

1910



2025



# The ticket concourse

**Penn Station, then. . .**



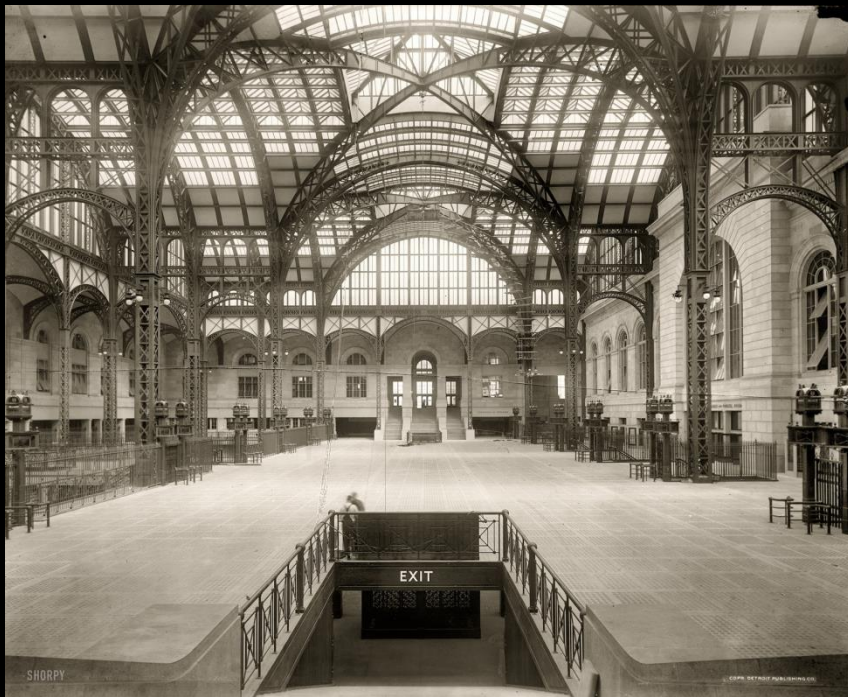
**The same area today.**





# The main train concourse

1910



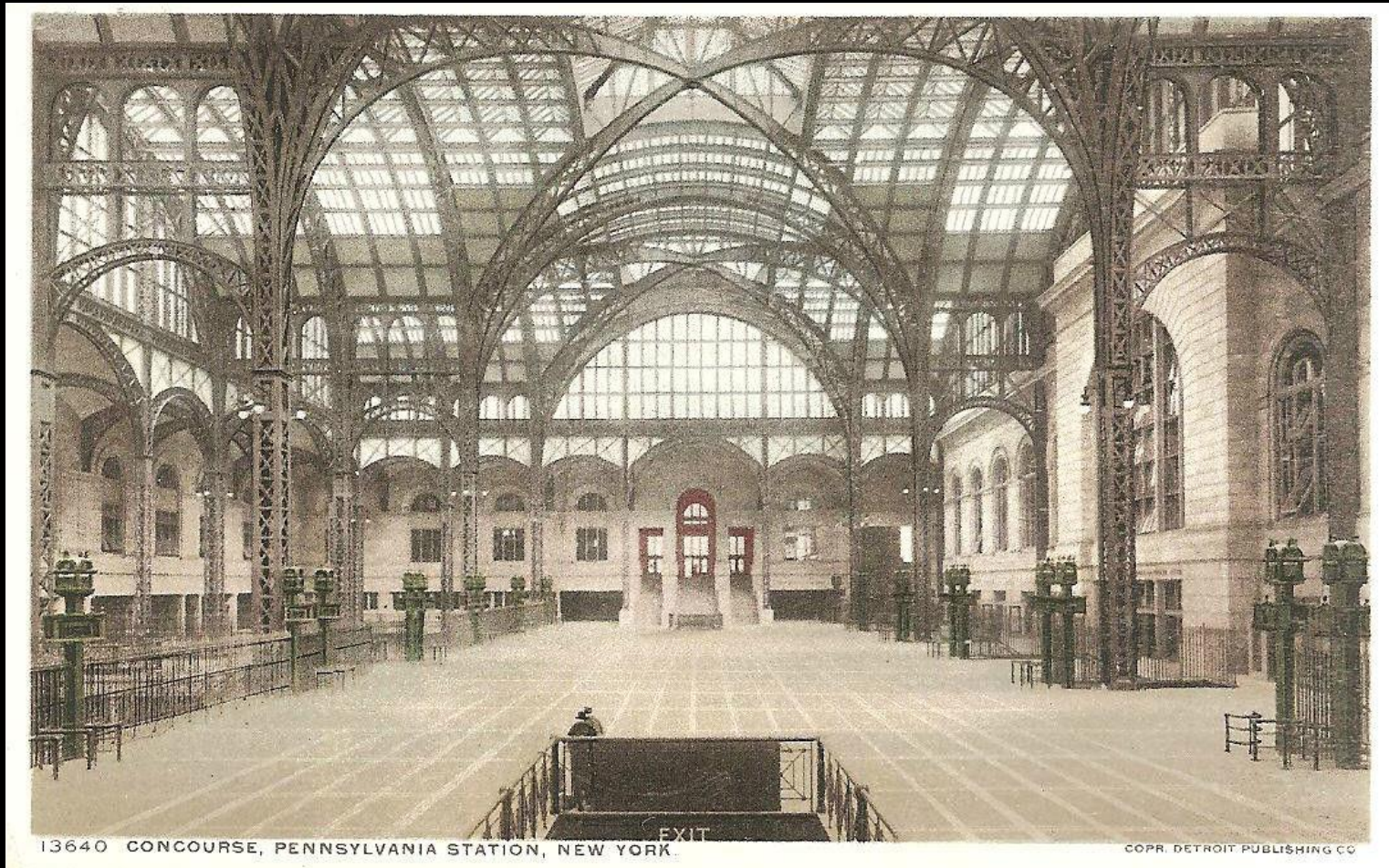
Today





“We will not be judged by the monuments we build, but by those that we destroy.”

The late Ada Louise Huxtable of the *NY Times*.



13640 CONCOURSE, PENNSYLVANIA STATION, NEW YORK.

COPR. DETROIT PUBLISHING CO.





Thru the efforts of  
Jacqueline Kennedy Onassis,  
Grand Central Terminal was spared the fate to which  
Penn Station had succumbed.

**Pennsylvania Station became the  
sacrificial lamb that  
began landmarks preservation.**





- From Thomas Wolfe's You Can't Go Home Again, 1940.

- “Few buildings are vast enough to hold the sound of time... There was a superb fitness in the fact that the one which held it better than all others should be a railroad station. For here, as nowhere else on earth, men were brought together for a moment at the beginning or end of their innumerable journeys, here one saw their greetings and farewells, here in a single instant, one got the entire picture of human destiny. Men came and went, they passed and vanished, and all were moving through the moments of their lives to death, all made some tickings in the sound of time. . . but the sound of time remained aloof and unperturbed, a drowsy and eternal murmur below the immense and distant roof.”

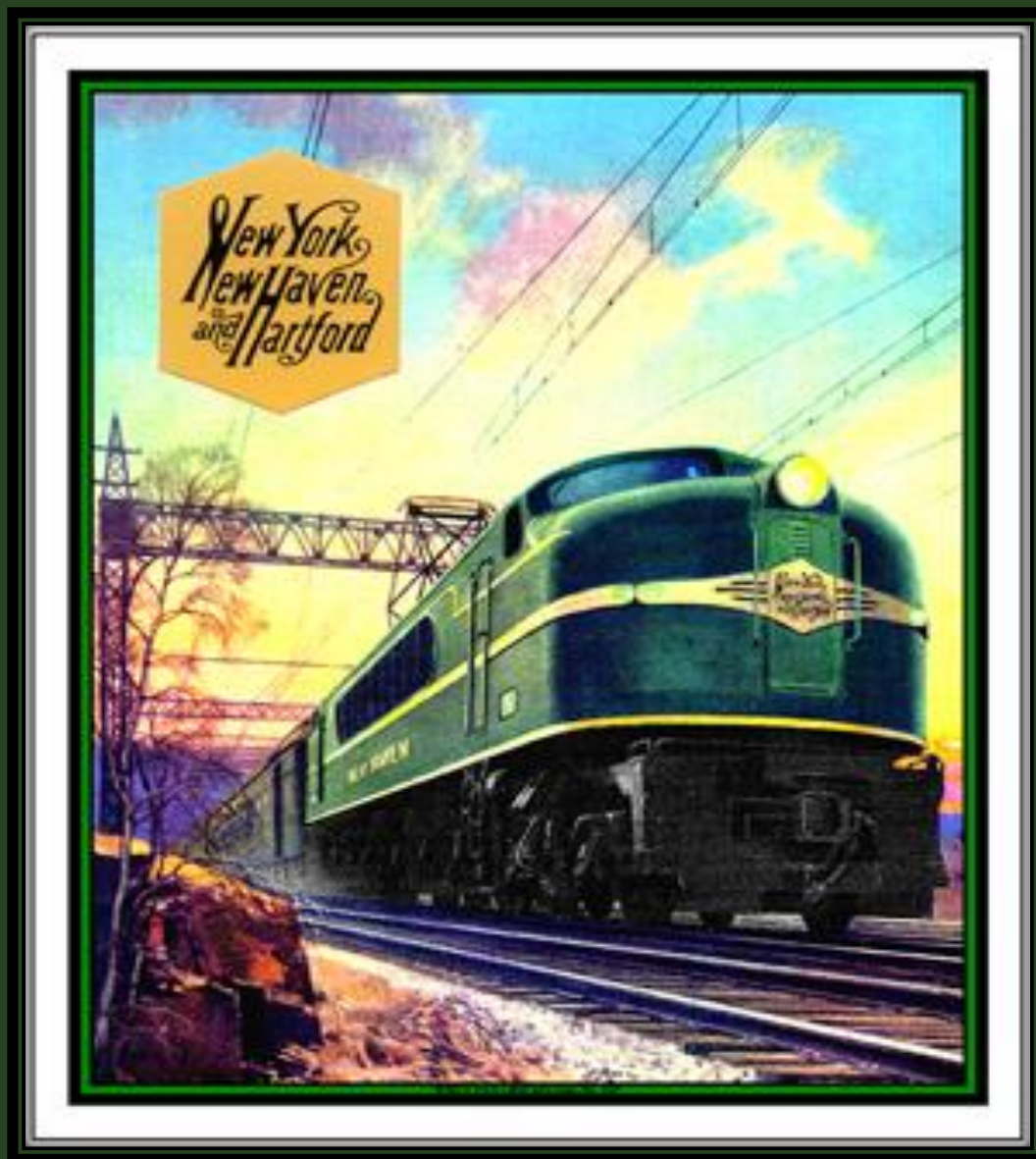
The railroads that served the  
Pennsylvania Station:

# The Pennsylvania Railroad

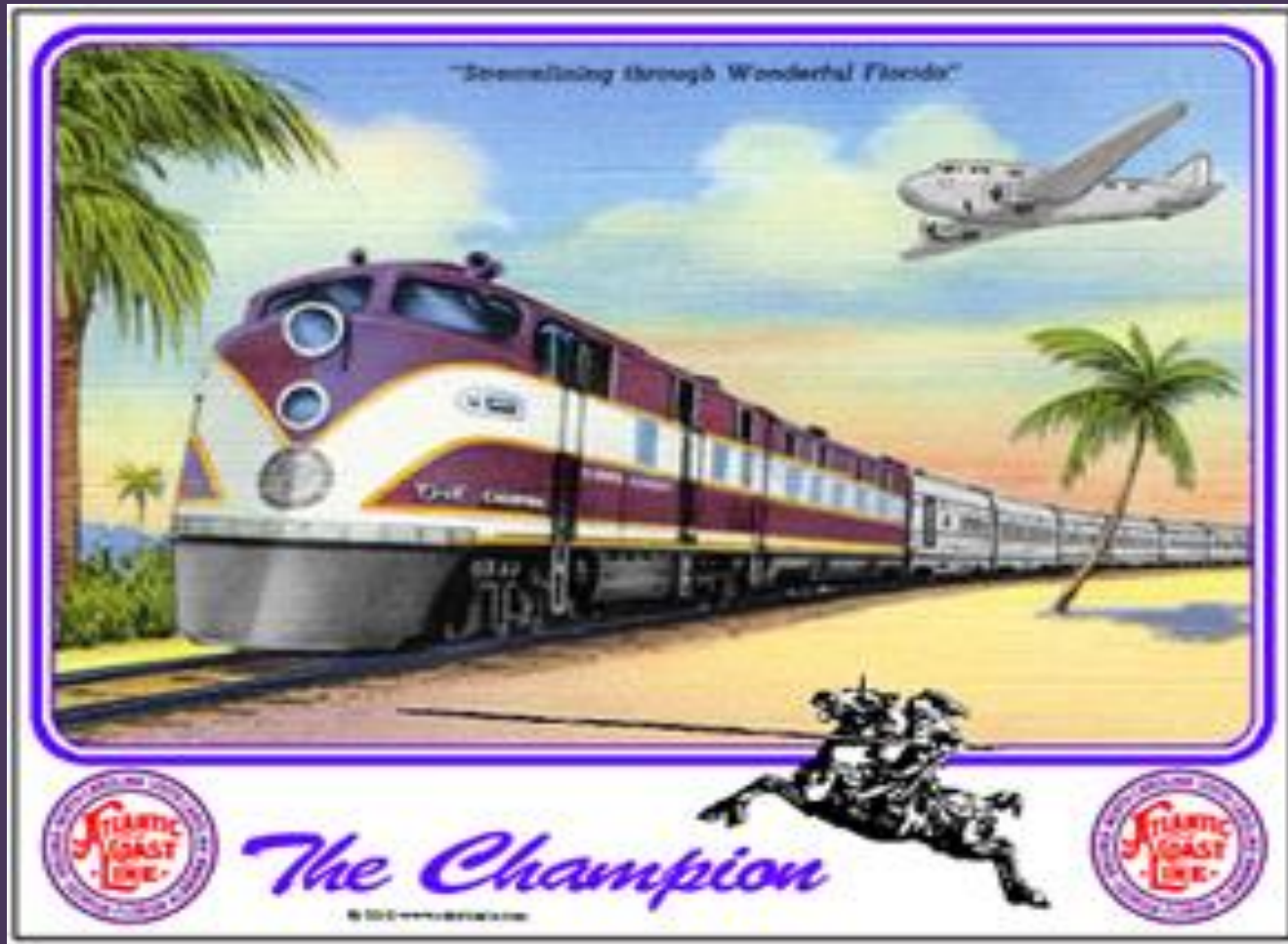




# The New York, New Haven and Hartford Railroad



# The Atlantic Coast Line Railroad



# Seaboard Air Line Railroad





# The Lehigh Valley Railroad



## LEHIGH VALLEY RAILROAD

*Good Neighbor in Communities It Serves*

We are proud to serve the people of New York, Pennsylvania and New Jersey in every phase of their traveling and shipping needs . . . and proud, too, of the Lehigh Valley's contribution to the economies of these three great States.

At present, Lehigh Valley owns 2,848.78 miles of main and branch line track in New York, Pennsylvania and New Jersey; in 1946 there were 12,800 residents of these States on the Lehigh Valley payroll, whose

wages totaled \$16,394,235.15. Lehigh Valley taxes went to support schools, public improvements, social programs in every community along our lines. And we purchased millions of dollars' worth of materials and equipment in these three States.

Typical of American Railroads, Lehigh Valley is a good neighbor in every community it serves, paying its own way—every mile of the way.

**LEHIGH VALLEY**  
*Railroad*

*Chas. Major*  
PRESIDENT



# The Long Island Rail Road



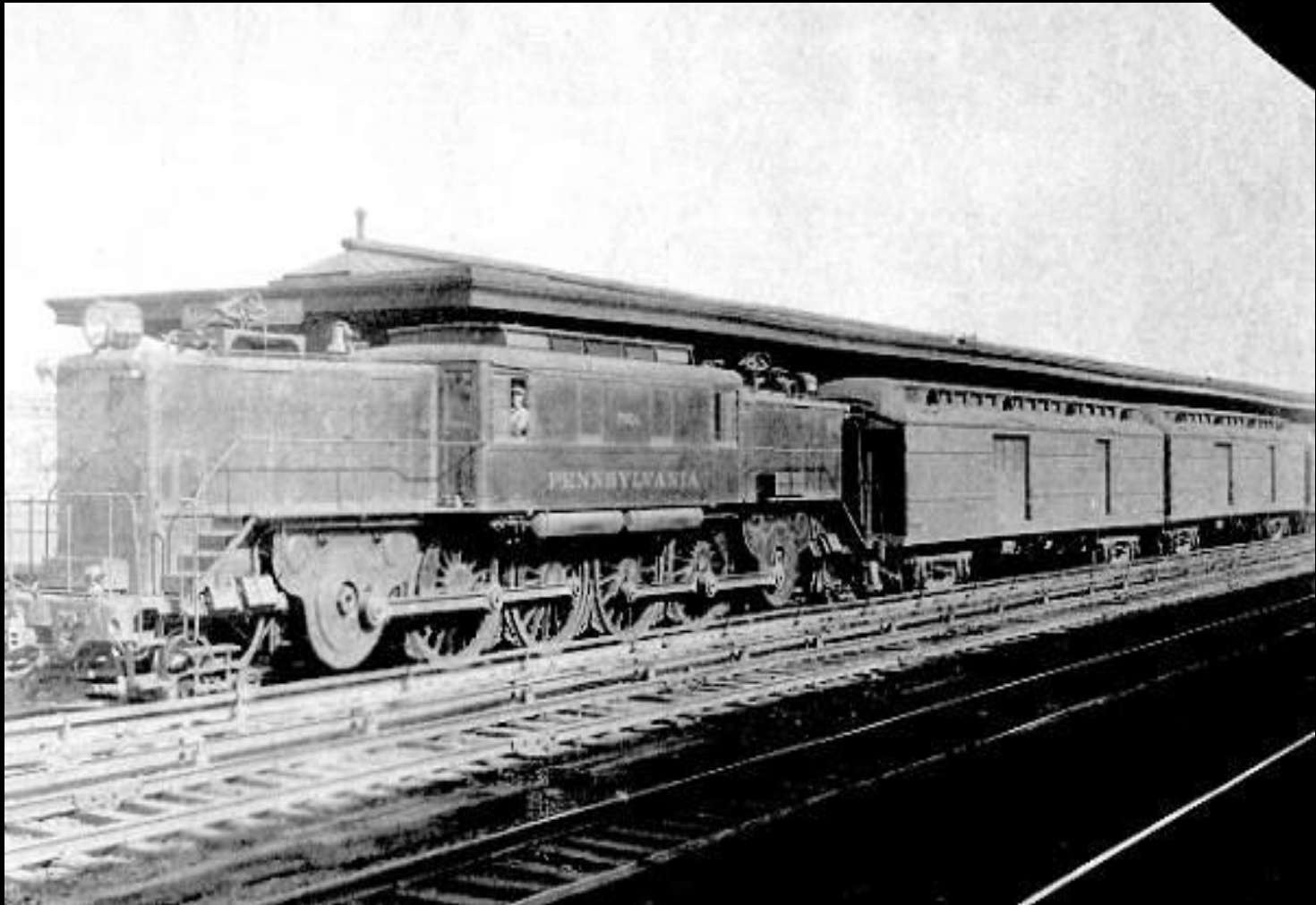
The various electric locomotives of  
the Pennsylvania and New Haven  
Railroads that served Penn Station.



# The pioneering DD1.



# PRR Experimental L5



# PRR P5a





# PRR Experimental R1



# The Famous GG1



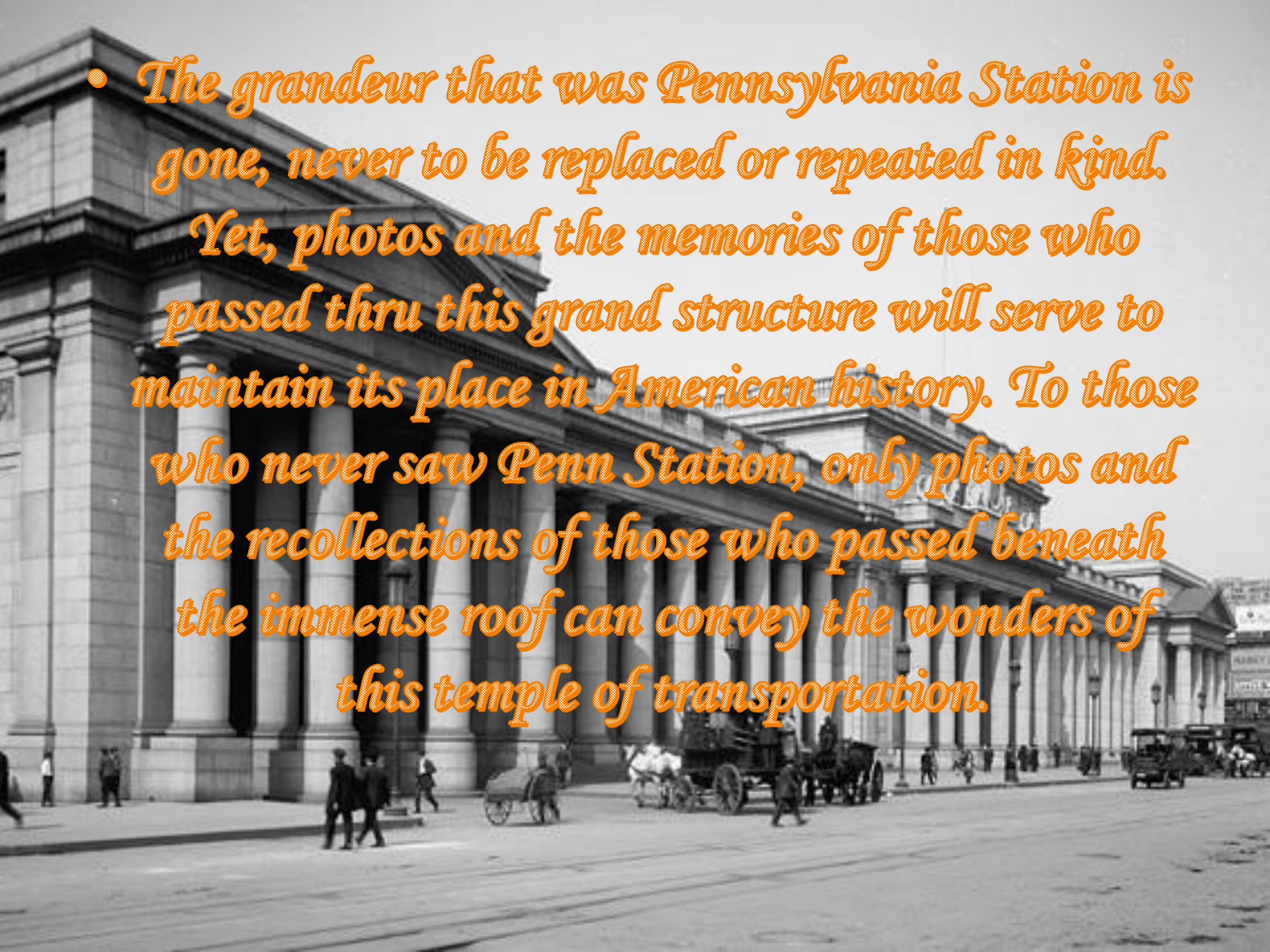
# New Haven EP-5







- *The grandeur that was Pennsylvania Station is gone, never to be replaced or repeated in kind. Yet, photos and the memories of those who passed thru this grand structure will serve to maintain its place in American history. To those who never saw Penn Station, only photos and the recollections of those who passed beneath the immense roof can convey the wonders of this temple of transportation.*



***A new “Penn Station” is now  
open. . .***



The former Farley Post Office across 8<sup>th</sup> Avenue from the current Penn Station has been converted to the Moynihan Train Hall.



The newly opened Moynihan Train Hall-will it capture and hold the elegance, the stature and powerful presence of its revered ancestor? Only time will tell. . .



Will there always be a “Penn Station”? Yes !  
However, will it generate the penache of the  
original edifice? . . .



- Or, is it a matter of, “Used to be’s don’t count anymore;
- they just lay on the floor ‘til you sweep ‘em away!”
- . . .Neil Diamond

# Recommended readings on Pennsylvania Station

- The Late Great Pennsylvania Station by Lorraine Diehl
- Manhattan Gateway; New York's Pennsylvania Station by Wm. Middleton
- The Destruction of Penn Station by
- by Peter Moore
- Penn Station, Its Tunnels and Sideroads
- By Frederick Westing
- Conquering Gotham by Jill Jonnes
- New York's Pennsylvania Stations by Hilary Ballon
- New York's Original Penn Station; The Rise and Tragic Fall of an American Landmark by Paul M. Kaplan

The End; Thank you!

