

November 27, 2018

GATEWAY PROGRAM UPDATE



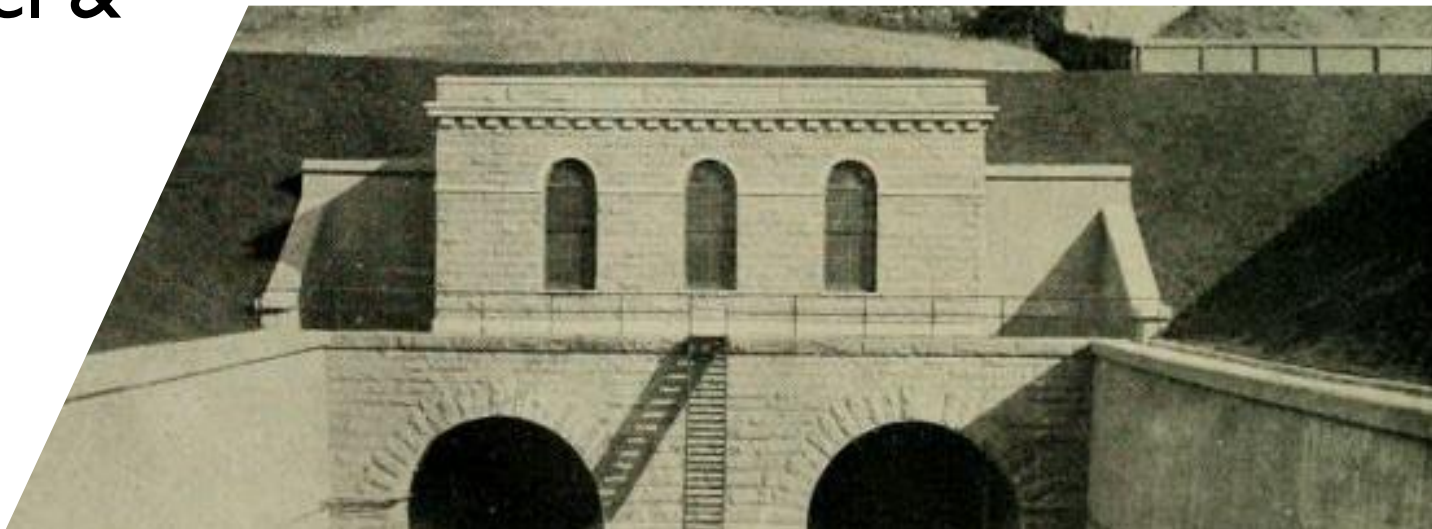
Gateway Program Update

» Hudson Tunnel Project

» Industry Feedback – RFI Update

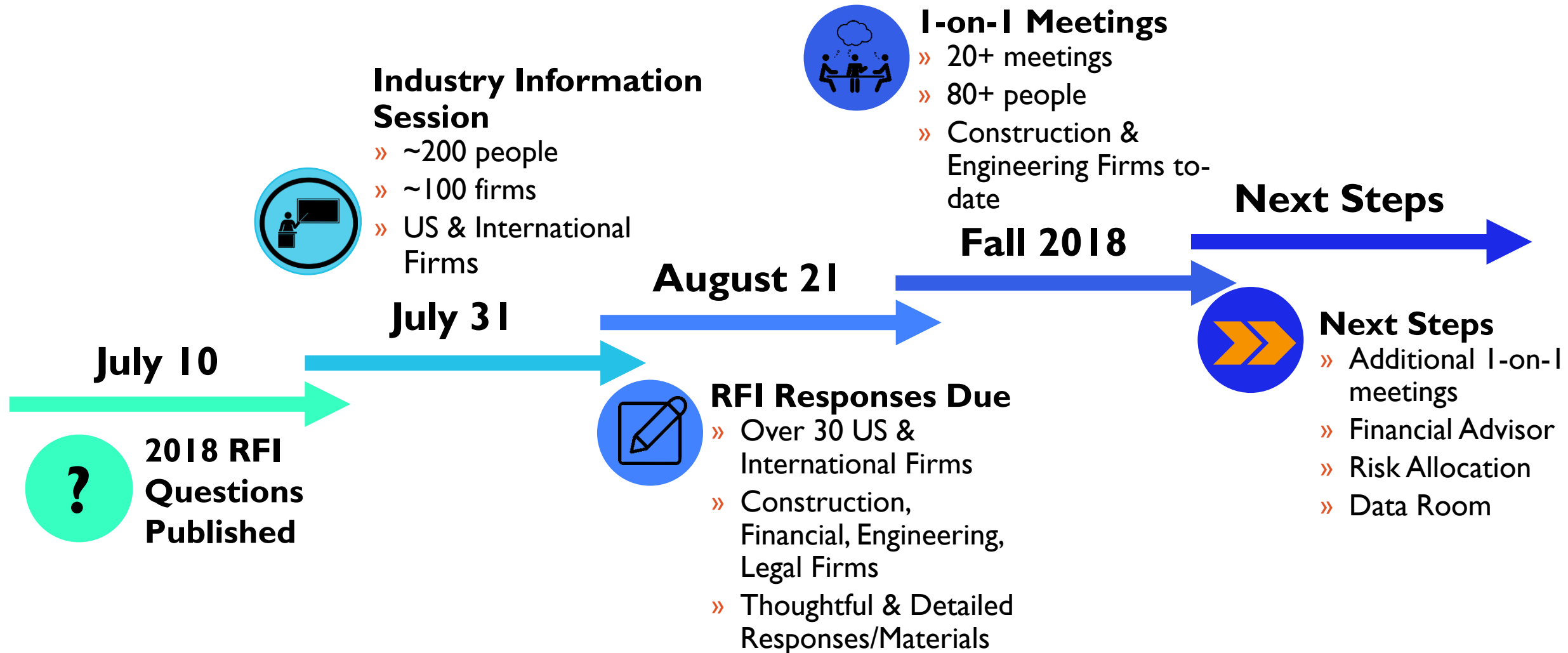
» Reflecting on 1910

» The Anniversary of the Opening of the North River Tunnel & Portal Bridge



Private Sector Industry Engagement

Timeline & Process



Private Sector Industry Engagement

What have we learned thus far from the 2018 RFI?

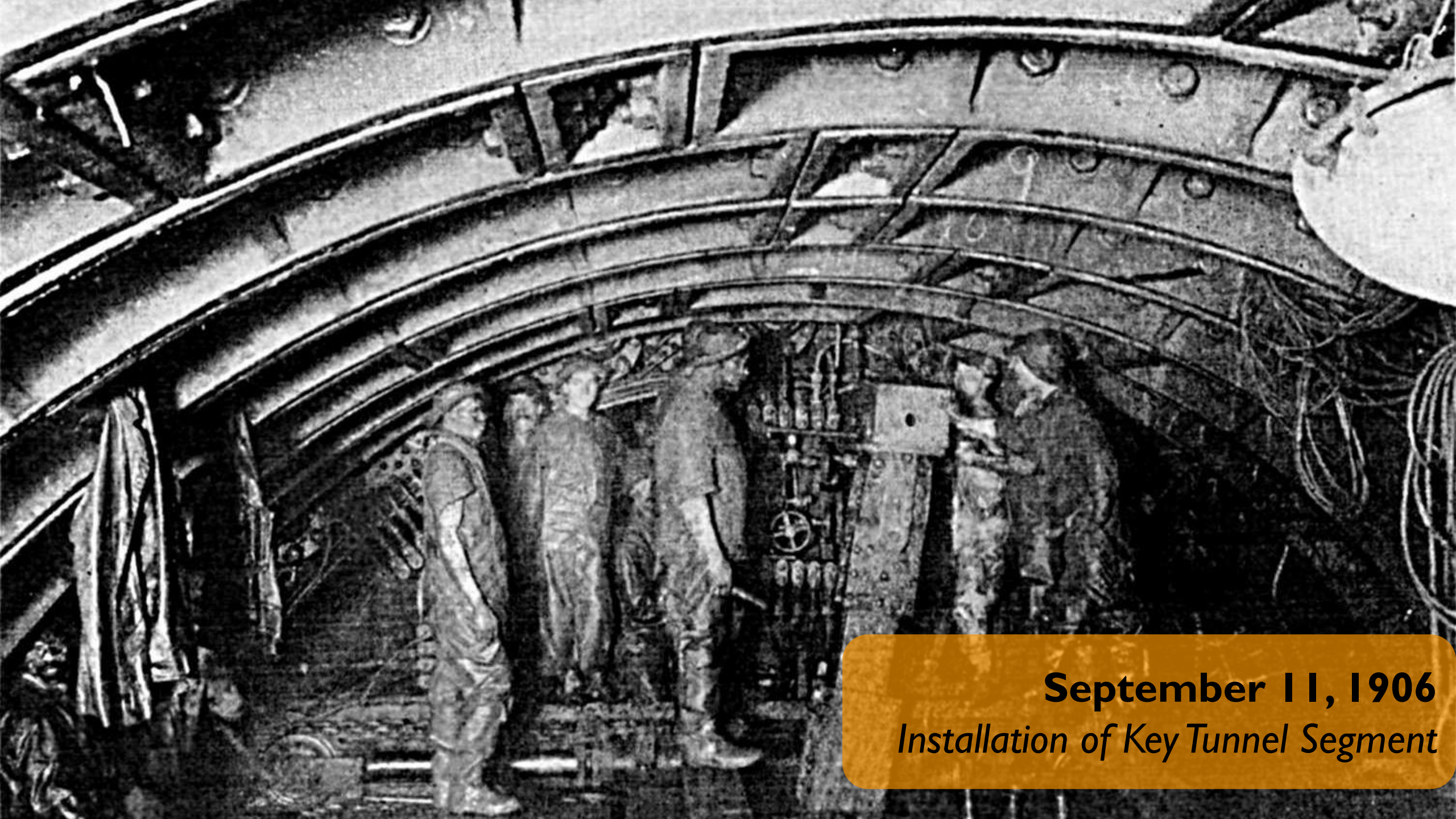
Construction & Engineering Industry is ready and eager to start construction

- » **Early Work Construction:** Important for staying on schedule
- » **Civil Works Lifecycle Maintenance:** A detailed design concept and clear specifications will help in the early development of a robust maintenance plan
- » **Geotechnical Investigations:** Provide geotechnical data to industry as soon as possible
- » **Ancillary Revenue:** Opportunities for innovation should be further researched
- » **Railroad Force Account:** Close coordination with contractor required to stay on schedule
- » **Procurement:** Allow bidders to confidentially propose innovative “Alternative Technical Concepts” (ATCs) to achieve best value
- » **Contracting:** Determine appropriate balance between maximizing competition & minimizing the number of interfaces

Private Sector Industry Engagement

Next Steps

- » Continue 1-on-1 meetings with industry
- » Incorporate innovative and constructive feedback received into consideration of Risk Allocation, Contract Packaging, and Procurement Methodology considerations
- » Responding to input from RFI: Provide Project Data Early
 - » Open Hudson Tunnel Virtual Data Room
 - » **Goal:** *To provide private industry early access to various types of project data and relevant project information*
 - » e.g. geotechnical data, preliminary design
 - » Invites further industry feedback and dialog with respect to project data
 - » Reduces Unknowns to Industry and Improves Quality of Future Procurement



September 11, 1906
Installation of Key Tunnel Segment

Today in 1910 — Pennsylvania Railroad NY Extension Portal Bridge, North River Tunnel, & Penn Station NY Open

"All the News That's
Fit to Print."

The New York Times.

THE WEATHER.

Rain or snow to-day; fair to-mor-
row; high east winds.

VOL. LX...NO. 19,301.

NEW YORK, MONDAY, NOVEMBER 28, 1910.—EIGHTEEN PAGES

ONE CENT

In Greater New York, (Herald),
Jesse City, and Newark, TWO CENTS.

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 Tun-
nels, and Probably 25,000 Per-
sons 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.

COLD WEATHER COMING.

Rain or Snow Predicted, Too, For All
Parts of the Country.

WASHINGTON, Nov. 27.—Storms and cold weather generally throughout the country is the prediction of the Weather Bureau for this week. Chief Moore today issued this forecast:

"The international weather charts prepared daily at the central-office of the Weather Bureau indicate that during the coming week a series of storms of marked intensity will cross the United States and that temperature changes preceding and following these disturbances will be decided.

"A disturbance that now covers the Mississippi Valley will advance eastward and cause unsettled weather with rains in the middle and southern and rain and snow in the northern districts east of the Mississippi during the first part of the week; this disturbance will be followed by a marked change to colder weather as far south as the Gulf States and Florida by Monday night of Tuesday.

"Another disturbance that is off the North Pacific Coast will advance slowly eastward, attended by general precipitation, and will reach the Atlantic States by Thursday; it will be preceded by rising temperature, and in all probability will be followed by a widespread change to colder weather."

MEN OUTDOPE BY BEAVERS.

Destroyed Their Dam, So They Build
Another, Flooding the Company's.

STANHOPE, N. J., Nov. 27.—A beaver may not be able to heap coals of fire on the head of one who has done him a wrong, but a colony of paddle tails in this region has heaped up water for the benefit of a land company which had destroyed the dam it had reared by dint of industry and hard work.

The war was between the beaver colony, which is protected by law, and a real-estate company that had opened up a section and wanted to beautify it with an artificial pond. The beavers were there first, but the engineers gave them no thought when they conceived the idea of making out of the beaver puddle a pond that would beautify the landscape.

Accordingly they proceeded ruthlessly to tear down the beaver dam with pick and shovel and build upon the same spot an ornate structure of stone and concrete fashioned to fit well into their scheme of landscape architecture. The dam was completed only a short time ago and the beavers had remained in seclusion so long

HILL AMazes TAFT BY HIS PESSIMISM

Makes a Prediction That Thou-
sands of Men Will Be Un-
employed Next Year.

TO PAY FOR EXTRAVAGANCE

Whole World to Join in Paying Pen-
alty—Canal and Battleships Are
Partly to Blame.

Special to The New York Times.

ST. PAUL, Minn., Nov. 27.—The United States—and the whole world, in fact—about to harvest the fruits grown of extravagance, according to J. J. Hill. The Chairman of the Board of Directors of the Great Northern Railway is absolutely positive of it. The hour is at hand, he says, and it is too late for warnings.

Standing in the hallway of his residence on Summit Avenue this afternoon, the veteran builder of railways shifted his cigar from fingers to lips and between occasional puffs explained the reasons for his prophecy amplifying the views he recently gave to The New York Times, and later repeated to President Taft, who was astonished by them.

He declared it would be futile to discuss the unwarmed things that confront the American people; that the country faced no panic, and that matters would finally adjust themselves after experience and much money lost had contributed to the solution.

"But just in order that you may see," he said, "I don't care to have publicity given to my statements."

"When I told President Taft a few days ago," Mr. Hill went on, "that there would be many thousands of men thrown into idleness next year he was almost incredulous of my sincerity. But I am not making a guess; it will be a fact."

Here Mr. Hill passed for a few reflections upon the Chief Executive, parenthetically declaring that the President was a "good fellow," and that he "meant well," but adding that he has made lots of mistakes.

TOGO EXPLAINS.

The great detective solves
the mystery of Republican de-
feat in
Next Sunday's Times.

NEW ARREST IN ASBURY PARK CRIME

German Nurseryman Held as a
Material Witness in the Kill-
ing of Marie Smith.

PRIVATE DETECTIVES' ARREST

They Talk of Finger Prints Like His
on Child's Clothing and Wish to
Accuse Him of the Crime.

Special to The New York Times.

ASBURY PARK, N. J., Nov. 27.—Frank Heidemann, a German helper at Max Kruschke's nursery since Oct. 4, was arrested this morning and held under \$2,000 bail as a material witness in the murder of Marie Smith, the 10-year-old school girl who was intercepted and brutally killed on her return from the Bradley School to her home in Whitesville on the morning of Nov. 6. Heidemann, after being questioned for ten hours was released under surety furnished by his employer.

The detectives, though on formal charge of murder is made against him, virtually accuse him of the crime.

His arrest was brought about by R. C. Schindler, New York manager of the Burns Detective Agency, who has had a corps of men at work on the case for a week, unknown to the other detectives engaged on it. Heidemann spent the day in the offices of Sheriff C. E. F. Hatrick, being confronted with witnesses and undergoing a scathing fire of questions. It is declared that he contradicted himself several times, though stoutly maintaining his innocence: As he was being locked

BATTLE IN MEXICO; REBELS ARE ROUTED

Driven Into Mountains After
Fight Near Chihuahua—15
Slain, Many Wounded.

'TRANQUILLITY' IS REPORTED

Ambassador Barra Gets Word That
Entire Republic Is Quiet—Puebla
Fatalities Exaggerated.

CHIHUAHUA, Mexico, Nov. 27.—In an engagement near this city to-day, which lasted from 8 o'clock in the morning until 3 in the afternoon, 800 Federal troops routed a force of 400 Maderistas, driving them repeatedly from strong positions and compelling them to take to the wooded mountains.

The revolutionists lost fifteen killed and many wounded. There were no fatalities on the Federal side, but several, including three officers, were wounded.

Gen. Navarro was in command of the Federal troops. He left Chihuahua at 5 o'clock this morning at the head of four companies of the Second Battalion and two troops of cavalry from the Thirteenth Regiment. Near Fresno, twelve miles out, one of the troops of cavalry fell behind to guard the road. They were ambushed by the rebels, who opened fire from hills on both sides of the road.

Capt. Gavias with fifty troopers drove the enemy from their position. Gavias waited for a portion of the Federals, who had gone forward, to reinforce him before pursuing the insurrectionists. In the meantime the latter took a position on another hill a short distance away and prepared to resist attack.

Within half an hour Gen. Navarro reached the scene with his infantry and opened fire. Again the rebels retreated, only to seek a new position, from which they were again dislodged. At last they fortified themselves behind a stone wall, where they made a determined stand. The firing was heavy and at that point most of the loss of life occurred.

After several hours of skirmishing the rebels broke for the mountains. They

MORE "PROOFS" FROM COOK.

The Doctor Said to Be About to Send
Them to Copenhagen.

Special Cable to The New York Times.
COPENHAGEN, Nov. 27.—I learn from Copenhagen that Dr. P. A. Cook has announced his intention to supply to the university there further "proofs" of the journey he claims to have made to the north pole.

The university, which rejected the original batch of alleged evidence, will now accept no evidence which is not of a strikingly convincing prima facie character.

PRESIDENT BUCKHAM ILL.

Doctors Fearful for Professor, for 40
Years Head of Vermont University.

BURLINGTON, Vt., Nov. 27.—Matthew Henry Buckham, President of the University of Vermont for nearly forty years, is seriously ill with asthma and a complication of diseases, and his physicians tonight expressed little hope of his recovery. Members of his family have been summoned to the bedside.

President Buckham has been ill for about ten days. He is 78 years old.

TAX ON CHRISTMAS TREES.

Vermont Plans One of 25 Cents to
Conserve the Forests.

Special to The New York Times.
MONTPELIER, Vt., Nov. 27.—To conserve the forests of the Green Mountain State a bill which is expected to pass is in the Legislature. It places a tax of 25 cents on every Christmas tree shipped out of the State. Should the bill pass, the Vermont Christmas tree will disappear from the markets of Boston and New York.

The Legislature already has placed a tax of 5 cents on Christmas trees.

RICH BOY WAITS ON LABOR.

John Nicholas Brown Serves Newport
Workmen with Coffee and Crullers.

Special to The New York Times.

NEWPORT, R. I., Nov. 27.—John Nicholas Brown, the richest boy in the world, with a fortune estimated at upward of \$15,000,000, serves hot coffee to the workmen engaged in completing the 1,000-foot sea wall on the liner water front.

The laborers have to tramp nearly three miles to their work, and have no time to go home to dinner. All bring their

IDENTIFY MORE NEWARK FIRE VICTIMS

Total Number of Dead in the
Factory Horror Probably
23 or 24.

FIVE MORE LIKELY TO DIE

County Prosecutor to Investigate and
Try to Prosecute Those
Responsible.

With no more dead taken out yesterday from the factory building which was destroyed by fire on Saturday morning in Newark, and with only one or two inquirers at the morgue for missing persons, who convinced the attendants that they were genuine, the belief grew that the full extent of the horror may now be measured.

The number of dead was reckoned last night at twenty-three or twenty-four, and five of those in the hospitals were in so serious a condition that they may die. It was not considered likely that the search of the ruins will result in the discovery of the bodies of more than two or three additional persons.

From this the conclusion was drawn that if only there had been more fire escapes the loss of life would have been much less. It does not seem likely that more than three or four of the factory employees were so overcome by fire and smoke that they could not reach the windows. Eight of them were found dead in one heap in the northeast corner, to which the girls in their panic ran. One was found overcome near the entrance to the building, and most of the rest were killed by the jump from the windows.

If the girls were able to reach the windows, it was argued by those who were examining the ruins, a proper provision of fire escapes would have afforded them the means to get out in safety, and it was simply because only two had been provided that the girls were forced to jump. A rigorous examination of this side of the calamity is to be begun this

“The Economic Necessity For The Pennsylvania Railroad Tunnel Extension into New York City” – March 1907

- » “It must be remembered that the problem of the Pennsylvania Railroad, in conveying persons and property directly into New York City is not merely a local necessity, but is largely due to the fact that its road is a great avenue of travel to and from the west and the south and that city, which is the metropolis of the country for business and pleasure.”
- » “The tunnel extension...provides a direct connection between the lines west of the Hudson River and the Long Island Railroad. It also connects with the proposed New York Connecting Railroad, and through it with the New York, New Haven and Hartford Railroad, furnishing an all-rail route between the Western, Southern and New England States.”

March 1907 - A.J. County, Assistant to the 2nd VP, Pennsylvania Railroad
The Annals of the American Academy of Political and Social Science

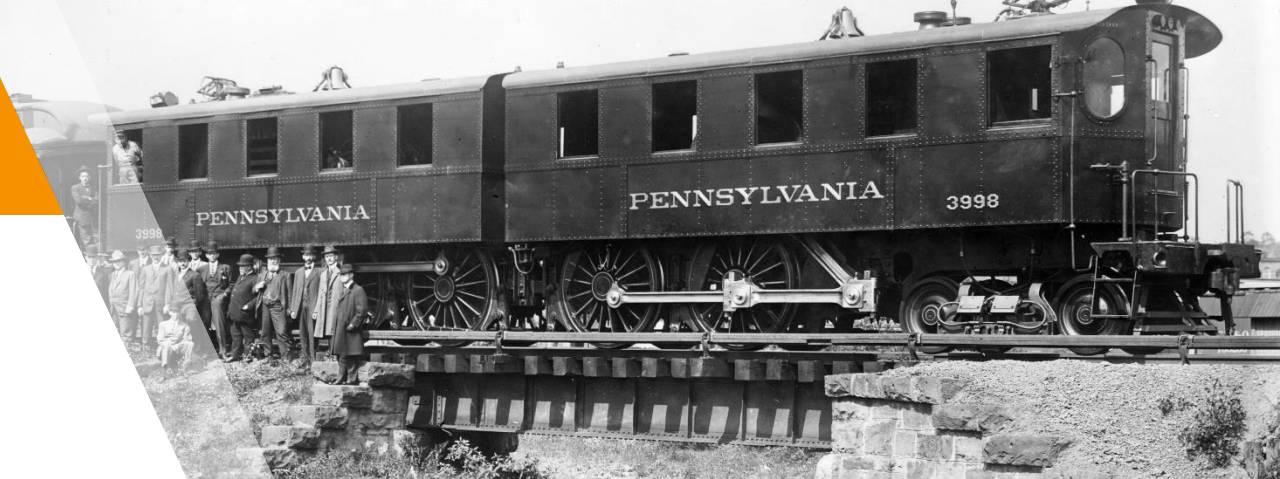


THE FORMAL OPENING OF THE PENNSYLVANIA STATION, AUGUST 1, 1910
AT WHICH THE STATUE OF A. J. CASSATT WAS UNVEILED

North River Tunnel & Portal Bridge

...108-years-old & Busier Than Ever

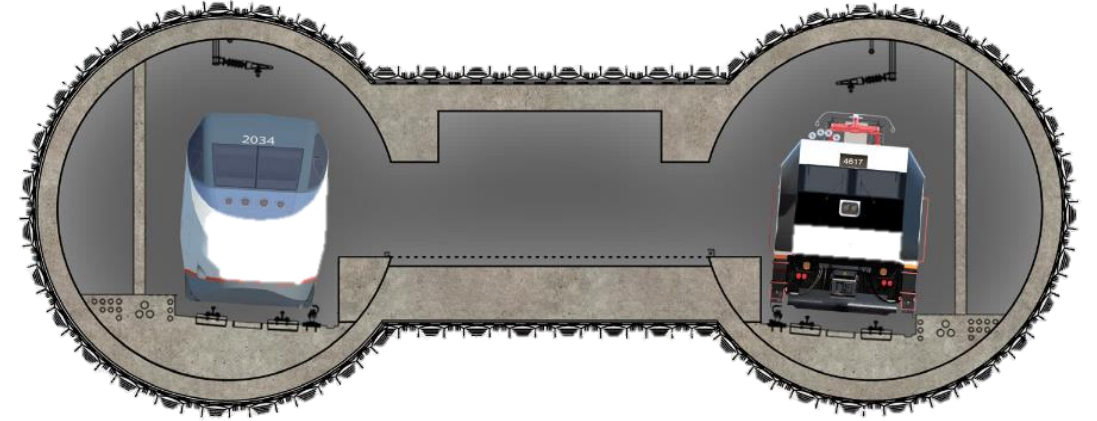
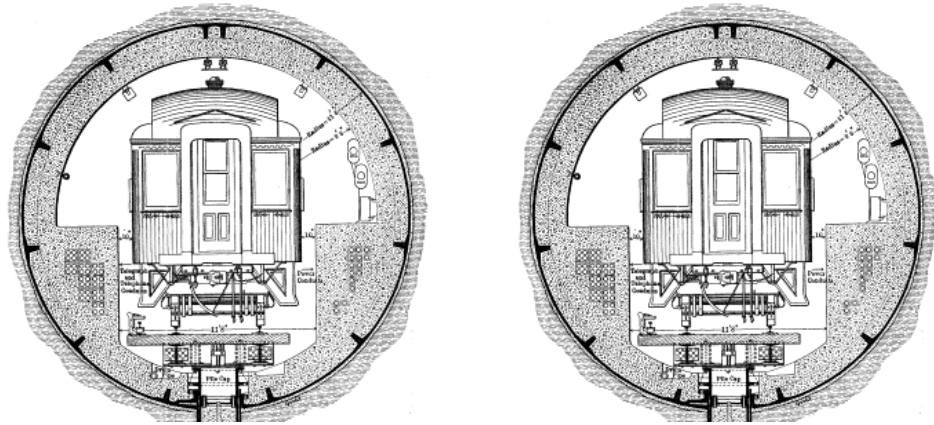
- » **1910:** 116 trains/weekday
 - » ...**2018:** 450 trains/weekday
- » **1912:** ~12,900 passenger trips/weekday
 - » ...**2018:** 200,000+ passenger trips/weekday
- » **1910:** ~100,000 visitors to Penn Station NY/day
 - » ...**2018:** 650,000+ visitors to Penn Station NY/day
- » **1910:** Portal Bridge that fails to close
 - » ...**2018:** Portal Bridge that fails to close
- » **1910:** 2 tracks under the Hudson River
 - » ...**2018:** 2 tracks under the Hudson River



Construction Standards & Methods May Be Different... But the Goal Remains the Same

1910 Goal

*Safe and Reliable Transportation for
Intercity Travelers and Commuters Across
the Hudson River*

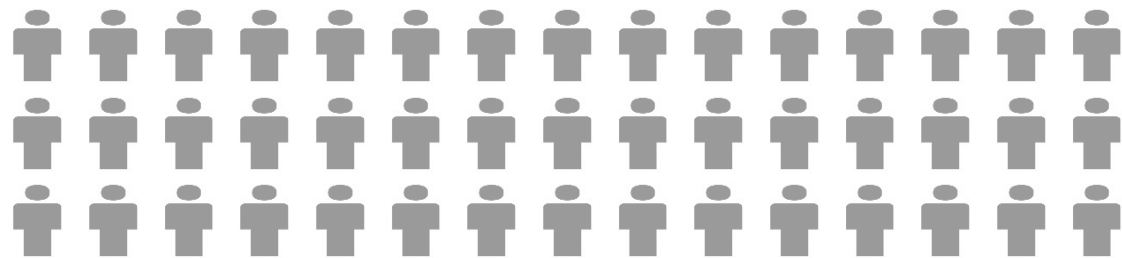



2018 Goal

*Safe and Reliable Transportation for
Intercity Travelers and Commuters Across
the Hudson River*

United States Population

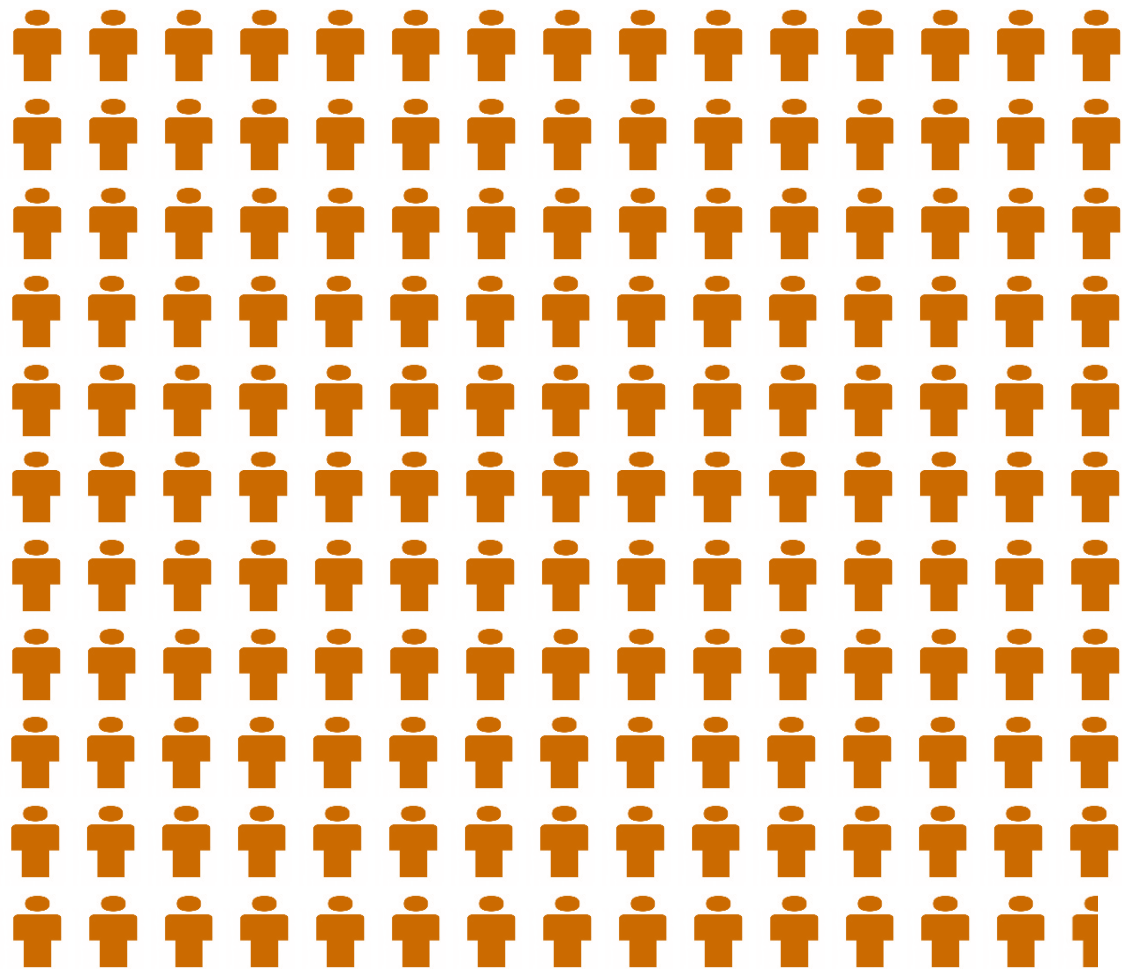
1910 92.2 million



 **257%**
236.7M

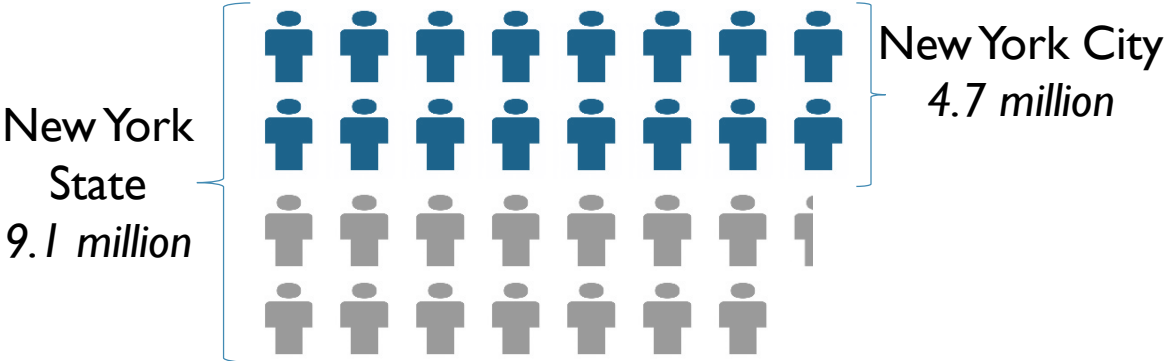
 = 2,000,000 people

2018 328.9+ million

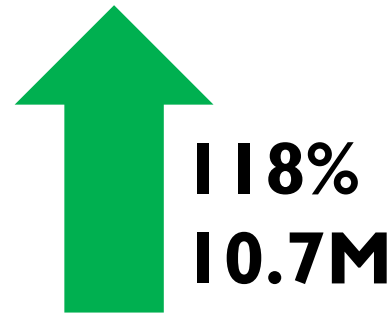


New York State & New York City Population

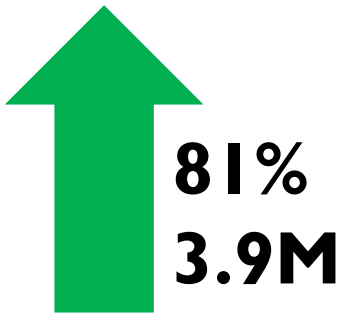
1910



New York State

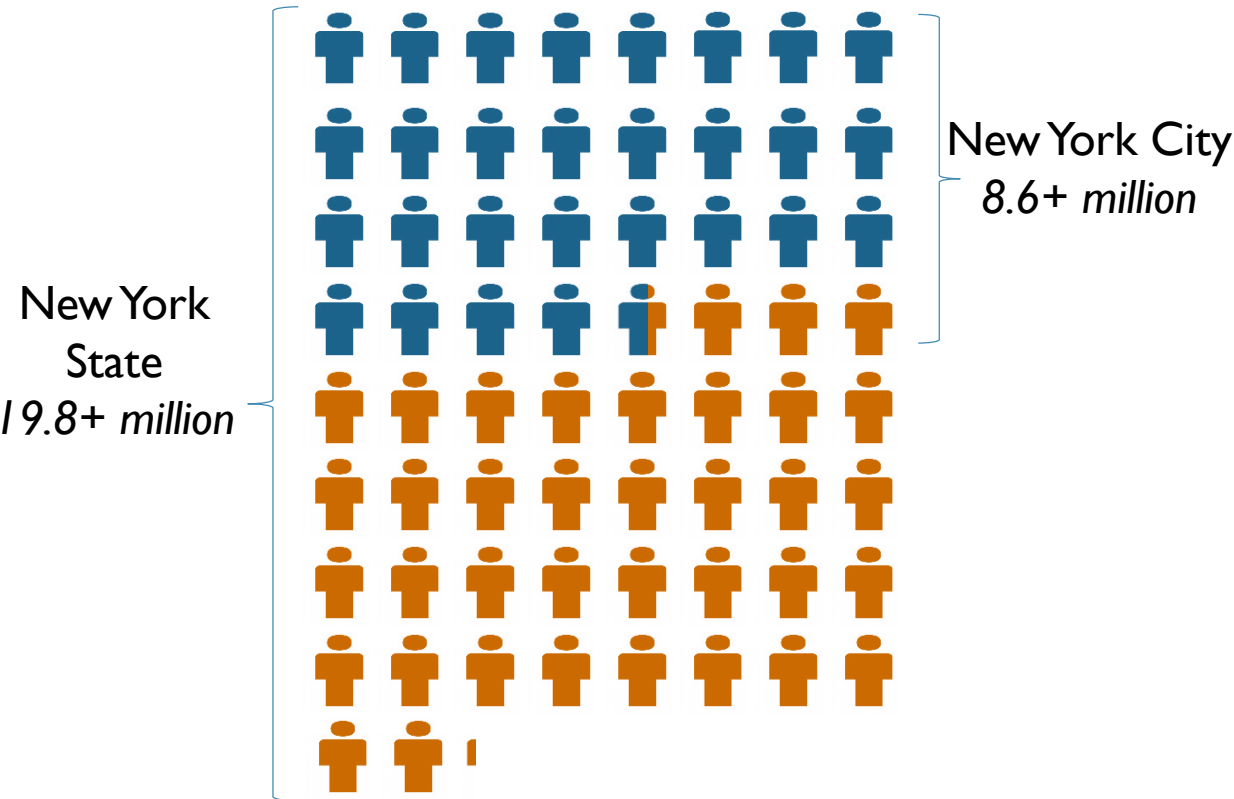


New York City



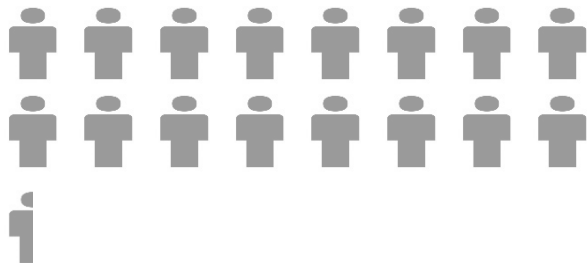
 = 300,000 people

2018

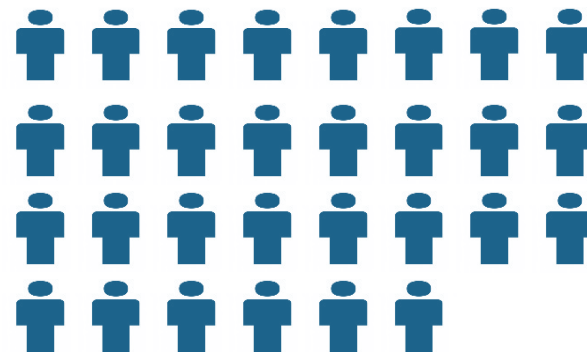



New Jersey Population

1910 2.5 million



2018 9+ million

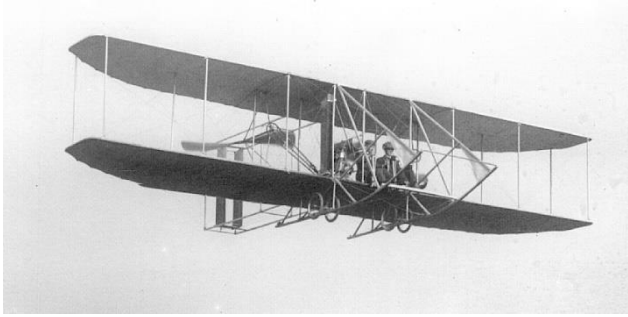


 **118%**
6.5M

 = 300,000 people

Evolutions in Transportation

1910



2018



MOVING GATEWAY *FORWARD*

