Nyc Subway Time All Train Line

Minh T. Nguyen

Uptown, Downtown Stan Fischler,1976 The story of the New York City subway system from it's first elevated line (the IRT Ninth Avenue Line) in 1870 to the first underground line opened on October 27, 1904, to the present system (in 1976) of 710 miles of trackage.

722 Miles Clifton Hood,2004-08-23 When it first opened on October 27, 1904, the New York City subway ran twenty-two miles from City Hall to 145th Street and Lenox Avenue—the longest stretch ever built at one time. From that initial route through the completion of the IND or Independent Subway line in the 1940s, the subway grew to cover 722 miles—long enough to reach from New York to Chicago. In this definitive history, Clifton Hood traces the complex and fascinating story of the New York City subway system, one of the urban engineering marvels of the twentieth century. For the subway's centennial the author supplies a new foreward explaining that now, after a century, we can see more clearly than ever that this rapid transit system is among the twentieth century's greatest urban achievements.

New Subways for New York New York (State) Public service commission. 1st district,1913

A Century of Subways Brian J. Cudahy, 2003 One hundred years after the first new electric trains pulled out of New York's City Hall station on October 24, 1904, Cudahy offers this fascinating tribute to the world the subway created.

The New York City Subway Charles River Editors, 2016-04-18 *Includes pictures *Includes accounts of the construction of the competing lines and their unification *Includes online resources and a bibliography for further reading *Includes a table of contents In New York, you've got Donald Trump, Woody Allen, a crack addict and a regular Joe, and they're all on the same subway car. - Ethan Hawke Of all the great cities in the world, few personify their country like New York City. As America's largest city and best known immigration gateway into the country, NYC represents the beauty, diversity and sheer strength of the United States, a global financial center that has enticed people chasing the American Dream for centuries. One of the most significant needs of a growing civilization is an efficient transportation system, and by the time the burgeoning New York City had reached the latter half of the 19th century, the waterways and narrow streets were no longer sufficient to get people from one part of the city to another. Something new was needed, and in a place where real estate was already at a premium, building above ground was not an economically efficient option. As such, the leaders of the city commissioned companies to explore the world under the busy streets, and to build a rail system that would allow people to move quickly below the feet of those walking above. First one company and then another rose to the challenge, and the first decade of the 20th century found the city with one of the best subway systems in the nation. As the city grew, so did the companies, and they continued to dig like human gophers into more expansive areas. Perhaps not surprisingly, barely anything went smoothly, and for every mile of track put down, there was at least another mile of red tape that had to be cut through. There were also accidents and tragedies both big and small, but the subway continued to expand. Eventually, city officials decided that such a large undertaking, one on which the city had grown dependent, could not be left in private hands, so the city ultimately took control of the system and made it part of a larger public transportation system in 1940. This proved to be good in the long run, but in the short run caused guite a stir, as old lines were closed and new ones opened. Moreover, as middle-class people began to own automobiles and to drive back and forth to the suburbs each day, the subway fell into disrepute, becoming a seedy place that was considered dangerous for all but the bravest citizens. That might have been the end of the enterprise, had it not been for a serious program of renovation and security that brought the underground train system safely into the 21st century. The subway survived not only its own downfall but the terror that gripped the city on September 11, 2001, and today it is once again considered the way to get around by New Yorkers in the know. Just as notably, the size and scope of the subway brings the city's residents and workers together, a sentiment David Rakoff captured only half in jest: Deprived of the opportunity to judge one another by the cars we drive, New Yorkers, thrown together daily on mass transit, form silent opinions based on our choices of subway reading. Just by glimpsing the cover staring back at us, we can reach the pinnacle of carnal desire or the depths of hatred. Soul mate or mortal enemy. The New York City Subway: The History of America's Largest and Most Famous Subway System looks at the construction and history of one of the world's biggest and busiest public transportation systems. Along with pictures of important people, places, and events, you will learn about the New York City subway like never before.

The New York City Subway System Ronald A. Reis,2009 Teeming with a population of 3.5 million at the end of the 19th century, the island of Manhattan couldn't meet the city's demand for rapid transit with its horse-drawn trolleys and elevated train lines. New York City needed a subway system. After four years of digging and diverting miles of utilities and tunneling under the Harlem River, the city's residents celebrated a new era in mass transit on October 27, 1904, with the opening of a nine-mile subway route. In the century to come, the New York subway would grow and expand to a system that runs 24 hours a day, seven days a week, with 6,400 cars, 468 stations, a daily ridership of 4.5 million, and 842 miles of track - longer than the distance from New York to Chicago. Politics, graffiti, and unbelievable construction challenges combined to make the building and running of the New York subway system one of the America's greatest civic undertakings.

The Absolute Beginner's Guide to the New York Subway Minh T. Nguyen, 2013-10-29 The most convenient, cost-effective way to travel in New York City is by subway, but many first-time visitors, tourists, and even locals find the complexity of the system intimidating and confusing. Whether you are a first-time visitor or have struggled to use the subway system in the past, this guide is for you! This book makes absolutely no assumptions about what you know about taking public transportation in New York or elsewhere. Illustrated with more than 70 pictures and figures, this detailed guide breaks down everything you need to know about using the subway — from the ground up. You'll learn how to read the subway map, properly differentiate between the many subway lines, and identify the correct trains and platforms. Filled with detailed information and many pictures, this guide will alleviate your fear and confusion about taking the subway and allow you to navigate it confidently and effectively so that you can focus on enjoying New York City. What this guide includes: A step-by-step guide on how to use the subway system Dealing with weekend and weeknight service changes Frequently asked questions about the subway 70+ pictures and figures allowing you to visually understand the system Tips, tricks, and subway etiquette Getting from New York's three major airports into Manhattan

The Mole People Jennifer Toth, 1995-10-01 This book is about the thousands of people who live in the subway, railroad, and sewage tunnels of New York City.

New York City Subway Trains , 2003 Includes 12 easy-to-assemble punch-out train cars that are modeled after the historic trains in the collection of the New York

Transit Museum.

Last Subway Philip Mark Plotch, 2020 The story of the Second Avenue subway, as it symbolizes New York's inability to modernize its infrastructure and reveals the ingredients necessary to build a twenty-first-century megaproject--

Subway John E. Morris,2020 New York wouldn't be New York without the subway. This one-time engineering marvel that united and expanded the city has been a cultural touchstone for the last 114 years. Somehow though, there has never been a book that celebrates the subway from the scars it left on the city's fabric to the romantic fantasies it unleashed. Subway will convey a sense of wonder and fun about the world's largest transit system. The book will include a complete, concise history of the subway beginning with the technical obstacles and corruption that impeded plans for an underground rail line in the late 1800s, and the visionary and sometimes wacky schemes put forward in that era for subterranean and elevated transport. It will also tell how additional lines were built and how three independent subway systems were merged, creating the mishmash of numbered and lettered lines we have today. Interspersed throughout will be sidebars and stand-alone sections including profiles of characters that helped make the subway what it is (including the mostly forgotten August Belmont Jr., a flamboyant financier who bankrolled the first subway); graphics and imagery showing the evolution of subway cars, tokens and MetroCards, graffiti, and even subway etiquette ads; how the subway has been characterized in movies, television, and music; a look at abandoned cars and stations and more. Packed with compelling stories, fascinating facts and anecdotes, vivid portraits of the people who made the subway and those who saved it, all supplemented with engrossing imagery and a dynamic design, Subway will be a visual feast and must-have gift book, perfect for any coffee table--

<u>Under the Sidewalks of New York</u> Brian J. Cudahy,1995 But as it is in no other city on earth, the subway of New York is intimately woven into the fabric and identity of the city itself.

New York Subways Gene Sansone,2004-11-29 The first subway line in New York City opened on October 27, 1904. To celebrate the centennial of this event, the Johns Hopkins University Press presents a new edition of Gene Sansone's acclaimed book, Evolution of New York City Subways. Produced under the auspices of New York's Metropolitan Transit Authority, this comprehensive account of the rapid transit system's design and engineering history offers an extensive array of photographs, engineering plans, and technical data for nearly every subway car in the New York City system from the days of steam and cable to the present. The product of years of meticulous research in various city archives, this book is organized by type of car, from the 1903–04 wood and steel Composite cars to the R142 cars put into service in 2000. For each car type, Sansone provides a brief narrative history of its design, construction, and service record, followed by detailed schematic drawings and accompanying tables that provide complete technical data, from the average cost per car and passenger capacity to seat and structure material, axle load, and car weight. Sansone also includes a helpful subway glossary from A Car (the end car in a multiple car coupled unit) to Zone (a section of the train to the conductor's left or right side). Subway and train enthusiasts, students of New York City history, and specialists in the history of technology will appreciate this updated and authoritative reference work about one of the twentieth century's greatest urban achievements.

International Express Stéphane Tonnelat, William Kornblum, 2017-04-18 Nicknamed the International Express, the New York City Transit Authority 7 subway line runs through a highly diverse series of ethnic and immigrant neighborhoods in Queens. People from Andean South America, Central America, China, India, Italy, Korea, Mexico, Pakistan, Poland, Romania, and Vietnam, as well as residents of a number of gentrifying blue-collar and industrial neighborhoods, fill the busy streets around the stations. The 7 train is a microcosm of a specifically urban, New York experience, in which individuals from a variety of cultures and social classes are forced to interact and get along with one another. For newcomers to the city, mastery of life in the subway space is a step toward assimilation into their new home. In International Express, the French ethnographer Stéphane Tonnelat and his collaborator William Kornblum, a native New Yorker, ride the 7 subway line to better understand the intricacies of this phenomenon. They also ask a group of students with immigrant backgrounds to keep diaries of their daily rides on the 7 train. What develops over time, they find, is a set of shared subway competences leading to a practical cosmopolitanism among riders, including immigrants and their children, that changes their personal values and attitudes toward others in small, subtle ways. This growing civility helps newcomers feel at home in an alien city and builds what the authors call a situational community in transit. Yet riding the subway can be problematic, especially for women and teenagers. Tonnelat and Kornblum pay particular attention to gender and age relations on the 7 train. Their portrait of integrated mass transit, including a discussion of the relationship between urban density and diversity, is invaluable for social scientists and urban planners eager to enhance the cooperative experience of city living for immigrants and ease the process of cultural transition.

My Subway Ride Paul DuBois Jacobs, Jennifer Swender, 2004-08-18 Relates the sights and sounds of a subway ride through the boroughs of New York City.

The New York City Subways' Motormans' Rant Torin Reid, 2019-11-29 Have you ever REALLY wanted to know why things are the way they are, in today's New York City subway? Did you ever wish that some on the inside would just come out and talk frankly about the truths hidden within the subway? Well, lifelong rail enthusiast and 28 year veteran of the subway Torin Reid does just that. He takes a long and unblinking look at the New York subway as it never has been examined before. Mr. Reid, who is uniquely positioned to write this book, takes the time to look at the actions of the management, the employees and even the passengers in this information packed book about the subway. The reader will learn things and see angles that he or she never saw before. In this book Mr. Reid takes apart and exposes the overfunded subway capital plans, and tells you about the signal system so that the herd mentality about how these track signals perform can be seen in a more objective light, and so professional contractors can stop using the passengers and taxpayers' ignorance for their own greed. He shows the dynamics of a train delay and how a passenger can bypass these things with a little preparation. Rather than offer dry testimonials and prepared statements, Mr. Reid will take you next to a manager, train operator, and frustrated passenger so that all can learn the true position of the other. Mr. Reid also has notes within this book he will quickly touch upon Amtrak, Metro North, Long island, New Jersey Transit and other railroads as well. This book is 1/3 life experience and 2/3 research into the way of the New York City subways, it's employees and its' passengers, and it is enlightening and well worth your time.

Subway Adventure Guide: New York City Kyle Knoke, 2015-05-01 In Subway Adventure Guide: New York City, residents and tourists alike gain access to off-the-beaten-path adventures in a compact guidebook format and see the New York City that's not featured on postcards sold all over Manhattan. Each of the roughly three dozen end-of-the-line destinations spread out over New York City's five boroughs included in this easy-to-use guide, from restaurants and bars to landmarks and museums, are highlighted in great detail by authors Kyle Knoke and Amy Plitt—what to order, what to see, and how to get there. For even better exploring, each destination is organized by the more than 30 subway lines that run through the city, including handy maps with street names. From delighting in a little-known ethnic restaurant to admiring a local landmark, each adventure contained in this photo-packed pocket guide reveals a new hidden gem of the city. Van Cortlandt Park. Far Rockaway. Bay Ridge. Flatbush Avenue. Subway Adventure Guide: New York City takes you away from the tourist traps and closer to a genuine New York City experience.

The Secret Subway Shana Corey,2016-03-08 From an acclaimed author and a New York Times Best Illustrated artist comes the fascinating, little-known—and true!—story of New York City's first subway. New York City in the 1860s was a mess: crowded, disgusting, filled with garbage. You see, way back in 1860, there were no subways, just cobblestone streets. That is, until Alfred Ely Beach had the idea for a fan-powered train that would travel underground. On February 26, 1870, after fifty-eight days of drilling and painting and plastering, Beach unveiled his masterpiece—and throngs of visitors took turns swooshing down the track. The Secret Subway will wow readers, just as Beach's underground train wowed riders over a century ago. A New York Public Library Best Book for Kids, 2016

Interborough Rapid Transit Interborough Rapid Transit Company,1904

The Routes Not Taken Joseph B. Raskin,2013-12-01 A fascinating journey into the past—and under the ground—that offers "an insightful look at the what-might-have-beens of urban mass transit" (The New York Times). From the day it broke ground by City Hall in 1900, it took about four and half years to build New York's first subway line to West 145th Street in Harlem. Things rarely went that quickly ever again. The Routes Not Taken explores the often-dramatic stories behind unbuilt or unfinished subway lines. The city's efforts to expand its underground labyrinth were often met with unexpected obstacles—financial shortfalls, clashing political agendas, battles with community groups, and more. After discovering a copy of the 1929 subway expansion map, Joseph B. Raskin began his own investigation into the city's underbelly. Here he provides an extensively researched history of the Big Apple's unfinished business. The Routes Not Taken sheds light on: *the efforts to expand the Hudson Tubes into a full-fledged subway *the Flushing line, and why it never made it past Flushing *a platform under Brooklyn's Nevins Street station unused for more than a century *the 2nd Avenue line—long the symbol of dashed dreams—deferred countless times since the original plans were presented in 1929 Raskin reveals the personalities involved, explaining why Fiorello H. La Guardia couldn't grasp the importance of subway lines and why Robert Moses found them old and boring. By focusing on unbuilt lines, he illustrates how the existing system is actually a Herculean feat of countless compromises. Filled with illustrations, this is an enduring contribution to the history of transportation and the history of New York City.

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