

Nyc Subway Times Mtabeta

David S. Kessler,Transit Cooperative Research Program

City Beneath Us New York Transit Museum,2004-12-14 Reproduces photographic prints from the collection of the New York Transit Museum.

722 Miles Clifton Hood,1995 Clifton Hood traces the complex and fascinating history of the New York City subway system. At its opening in 1904, the tracks covered the twenty-two miles from City Hall up to 145th Street and Broadway, the longest stretch ever built at one time. From that initial route through the completion of the IND, the Independent Subway, in the 1940s, the subway grew to cover 722 miles -- long enough to reach from New York to Chicago. Clifton Hood's 722 Miles is the fullest and most authoritative account of the building and impact of the New York City subways, the most extensive system of urban transportation in the United States and perhaps the world. -- Nathan Glazer, Harvard University A clear, perceptive and carefully researched study of this engineering feat and the ways in which the subway led to an expansion of the metropolitan area. -- Publishers Weekly

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.

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.

NYC Subway And Transit History Neva Bulls,2021-07-14 The New York City Subway is a rapid transit system that serves four of the five boroughs of New York City, New York: the Bronx, Brooklyn, Manhattan, and Queens. In 2016, an average of 5.66 million passengers used the system daily, making it the busiest rapid transit system in the United States and the seventh busiest in the world. This book will broaden your knowledge about NYC subway system, including... -Early horsecar transit -Rube Goldberglike experimental lines -The subway station with a grand piano, fountain, and frescoes -The politics of public transportation - History-making disasters -Curious rolling stock -Subway art

Use of Electronic Passenger Information Signage in Transit Carol L. Schweiger,2013 TRB's Transit Cooperative Research Program (TCRP) Synthesis 104: Use of Electronic Passenger Information Signage in Transit documents U.S. and international use of electronic passenger information signage in terms of the underlying technology, sign technology, characteristics of the information, resources required, and decision processes used to determine its use--Publication page.

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.

From a Nickel to a Token Andrew J. Sparberg,2014-11-03 A fascinating micro-history of NYC’s subway system from LaGuardia’s public works achievements in 1940 to the creation of the MTA in 1968. In 1940, New York Mayor Fiorello LaGuardia realized an ambitious plan to modernize the city’s public transit. He eliminated streetcars, demolished old elevated lines, and unified the subway systems. From then on, the IRT, BMT, and IND became one system under public control. And by 1968, that system had transformed again, into the Metropolitan Transit Authority. From LaGuardia to Lindsay, mayors were desperate to appease voters, elected officials, transit management, and labor leaders. Meanwhile, the tumult of a changing America manifested in labor disputes, economic pressures, and civil rights protests. Though great efforts were made to keep prices down, the sacred nickel fare barrier was eventually broken. By 1968, a ride cost twenty cents. Featuring many photos never before published, From a Nickel to a Token deftly captures four decades and five boroughs of grit, chaos, egos, and emotions in the unending saga of New York’s subway system.

NYCTA Objects ,2017-10-24 The evolving design of New York subway ephemera: a collector's story New York City Transit Authority: Objects originated as a photography experiment. In 2011, New York photographer Brian Kelley began documenting collections of used MetroCards in his Brooklyn studio, arranging them in various grids with the goal of perfecting the lighting of an image. His brother suggested he make the grids more interesting by finding other types of cards. Having exhausted his search for discarded MetroCards in many of the city's 472 subway stations, Kelley turned to eBay for new finds. The online rabbit-hole gave him a crash course in the history of NYC transportation. He discovered tokens dating back to 1860, a ticket stub from 1885 when it cost three cents to take the train across the Brooklyn Bridge, as well as patches, matchbooks, tokens, timetables, pins and signs, posting his photographs of these finds on Tumblr and Instagram. Six years on, many MTA employees follow and advocate his project, sometimes contacting him with information and tips on rare items. As the collection grew, Kelley recognized that there were no comparable digital archives documenting the city's transportation evolution. New York City Transit Authority: Objects is a story told through the evolving design that spans decades of the city's history. Kelley's objects tell a greater story of New York's past. For him, The NYCTA Project remains a photography experiment and self-funded hobby, archiving the culture of his home city. For the reader, it's an intimate view of the city's history that merges design and infrastructure over the past 150 years.

The Subway Stan Fischler,2000

The Great New York Subway Map Emiliano Ponzi,2018-02-27 Both a love letter to New York City and an introduction to graphic design, this is the story of how the designer Massimo Vignelli tackled the problem of creating a subway map that could be understood by all New Yorkers as well as out-of-towners. Filled with depictions of trains, subway stations, and the New York City skyline, the book follows Vignelli around the city as

he tries to understand the system in order to translate it into a map. The book is produced in collaboration with the New York Transit Museum and features a section of historical and archival images and photographs. A groundbreaking work of information design, the subway map designed by Vignelli is an iconic work used by over a billion people every year. The Museum of Modern Art acquired the original 1972 diagram in 2004.

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.

Vignelli Transit Maps Peter B. Lloyd, Mark Ovenden, 2012 A vivid reconstruction of designer Massimo Vignelli's attempt to present the complexities of the New York subway in a clear and modern form.

Start-Up City Gabe Klein, David Vega-Barachowitz, 2015-10-15 The public-private partnerships of the future will need to embody a triple-bottom-line approach that focuses on the new P3: people-planet-profit. This book is for anyone who wants to improve the way that we live in cities, without waiting for the glacial pace of change in government or corporate settings. If you are willing to go against the tide and follow some basic lessons in goal setting, experimentation, change management, financial innovation, and communication, real change in cities is possible.--Publisher's description.

City on a Grid Gerard Koepfel, 2015-11-10 Winner of the 2015 New York City Book Award The never-before-told story of the grid that ate Manhattan You either love it or hate it, but nothing says New York like the street grid of Manhattan. This is its story. Praise for *City on a Grid* The best account to date of the process by which an odd amalgamation of democracy and capitalism got written into New York's physical DNA.--New York Times Book Review Intriguing...breezy and highly readable.--Wall Street Journal *City on a Grid* tells the too little-known tale of how and why Manhattan came to be the waffle-board city we know.--The New Yorker [An] expert investigation into what made the city special.--Publishers Weekly A fun, fascinating, and accessible read for those curious enough to delve into the origins of an amazing city.--New York Journal of Books Koepfel is the very best sort of writer for this sort of history.--Roanoke Times

Austrian Information , 1983

The Multi-Agent Transport Simulation MATSim Andreas Horni, Kai Nagel, Kay W. Axhausen, 2016-08-10 The MATSim (Multi-Agent Transport Simulation) software project was started around 2006 with the goal of generating traffic and congestion patterns by following individual synthetic travelers through their daily or weekly activity programme. It has since then evolved from a collection of stand-alone C++ programs to an integrated Java-based framework which is publicly hosted, open-source available, automatically regression tested. It is currently used by about 40 groups throughout the world. This book takes stock of the current status. The first part of the book gives an introduction to the most important concepts, with the intention of enabling a potential user to set up and run basic simulations. The second part of the book describes how the basic functionality can be extended, for example by adding schedule-based public transit, electric or autonomous cars, paratransit, or within-day replanning. For each extension, the text provides pointers to the additional documentation and to the code base. It is also discussed how people with appropriate Java programming skills can write their own extensions, and plug them into the MATSim core. The project has started from the basic idea that traffic is a consequence of human behavior, and thus humans and their behavior should be the starting point of all modelling, and with the intuition that when simulations with 100 million particles are possible in computational physics, then behavior-oriented simulations with 10 million travelers should be possible in travel behavior research. The initial implementations thus combined concepts from computational physics and complex adaptive systems with concepts from travel behavior research. The third part of the book looks at theoretical concepts that are able to describe important aspects of the simulation system; for example, under certain conditions the code becomes a Monte Carlo engine sampling from a discrete choice model. Another important aspect is the interpretation of the MATSim score as utility in the microeconomic sense, opening up a connection to benefit cost analysis. Finally, the book collects use cases as they have been undertaken with MATSim. All current users of MATSim were invited to submit their work, and many followed with sometimes crisp and short and sometimes longer contributions, always with pointers to additional references. We hope that the book will become an invitation to explore, to build and to extend agent-based modeling of travel behavior from the stable and well tested core of MATSim documented here.

Subway Lives Jim Dwyer, 1991 On its history and the people that run and ride the trains. A fair mix of technical detail. Fun reading. Annotation copyrighted by Book News, Inc., Portland, OR

Human Transit Jarrett Walker, 2012-07-29 Public transit is a powerful tool for addressing a huge range of urban problems, including traffic congestion and economic development as well as climate change. But while many people support transit in the abstract, it's often hard to channel that support into good transit investments. Part of the problem is that transit debates attract many kinds of experts, who often talk past each other. Ordinary people listen to a little of this and decide that transit is impossible to figure out. Jarrett Walker believes that transit can be simple, if we focus first on the underlying geometry that all transit technologies share. In *Human Transit*, Walker supplies the basic tools, the critical questions, and the means to make smarter decisions about designing and implementing transit services. *Human Transit* explains the fundamental geometry of transit that shapes successful systems; the process for fitting technology to a particular community; and the local choices that lead to transit-friendly development. Whether you are in the field or simply a concerned citizen, here is an accessible guide to achieving successful public transit that will enrich any community.

Computer-aided Scheduling and Dispatch in Demand-responsive Transit Services David S. Kessler, Transit Cooperative Research Program, 2004 The scope of this synthesis is to (1) search out useful information on the use of computer-aided scheduling and dispatch (CASD) in demand-responsive transit (DRT) services, (2) develop an amalgamation or compendium of the current knowledge and successful practices used in computerizing the functions necessary to efficiently and effectively operate such DRT services, and (3) report on measures used to resolve specific problems in planning and implementing CASD. The ultimate objective in compiling a considerable storehouse of information is to make this information available to the public transit community. Private and nonprofit organizations that are providing DRT services will similarly benefit from a review of these results.

Nyc Subway Times Mtabeta Book Review: Unveiling the Power of Words

In some sort of driven by information and connectivity, the energy of words has be more evident than ever. They have the capability to inspire, provoke, and ignite change. Such may be the essence of the book **Nyc Subway Times Mtabeta**, a literary masterpiece that delves deep to the significance of words and their affect our lives. Written by a renowned author, this captivating work takes readers on a transformative journey, unraveling the secrets and potential behind every word. In this review, we shall explore the book is key themes, examine its writing style, and analyze its overall impact on readers.

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