

Nyctransit Nyc Subway Mta

Wolfgang Guggemos

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.

The New York Subways Lesley A. DuTemple,2002-10-01 Traces the history of the underground transportation system in New York City, discussing the politics involved, how it was financed, the men who built it, and the construction techniques.

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.

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.

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

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.

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 foreword 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.

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.

New York's Underground Art Museum Sandra Bloodworth,William Ayres,2014-11-11 Initiated in 1985, the MTA Arts & Design collection of public art now encompasses more than 250 projects, creating a dynamic underground museum of contemporary art that spans the entire city and its immediate environs. Since the program was founded, a diverse group of artists—including Elizabeth Murray, Faith Ringgold, Eric Fischl, Romare Bearden, Acconci Studio, and many others—has created works in mosaic, terra-cotta, bronze, and glass for the stations of the New York City Subways and Buses, Metro-North Railroad, Long Island Rail Road, and Bridges and Tunnels. An update of the classic *Along the Way*, this expanded edition features nearly 100 new works installed in stations since 2006, including Sol LeWitt's Whirls and twirls (MTA) at Columbus Circle, Doug and Mike Starn's See it split, see it change at South Ferry, and the James Carpenter/ Grimshaw/Arup Sky Reflector-Net at Fulton Center. The book illustrates how the program has taken to heart its original mandate: that the subways be “designed, constructed, and maintained with a view to the beauty of their appearance, as well as to their efficiency.” MTA Arts & Design is committed to preserving and restoring the original ornament of the system and to commissioning new works that exemplify the principles of vibrant public art, relating directly to the places where they are located and to the community around them. The definitive guide to works commissioned by MTA Arts & Design, a reference for riders who have wondered about an artist or the meaning behind the art they've seen, as well as a memento for visitors, New York's Underground Art Museum provides 300 color illustrations and insightful descriptions sure to infuse any future trip or viewing with a fresh appreciation and understanding of this historic enterprise.

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.

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--

From a Nickel to a Token Andrew J. Sparberg, 2014-11-03 Streetcars "are as dead as sailing ships," said Mayor Fiorello LaGuardia in a radio speech, two days before Madison Avenue's streetcars yielded to buses. LaGuardia was determined to eliminate streetcars, demolish pre-1900 elevated lines, and unify the subway system, a goal that became reality in 1940 when the separate IRT, BMT, and IND became one giant system under full public control. In this fascinating micro-history of New York's transit system, Andrew Sparberg examines twenty specific events between 1940 and 1968, book ended by subway unification and the MTA's creation. From a Nickel to a Token depicts a potpourri of well-remembered, partially forgotten, and totally obscure happenings drawn from the historical tapestry of New York mass transit. Sparberg deftly captures five boroughs of grit, chaos, and emotion grappling with a massive and unwieldy transit system. During these decades, the system morphed into today's familiar network. The public sector absorbed most private surface lines operating within the five boroughs, and buses completely replaced streetcars. Elevated lines were demolished, replaced by subways or, along Manhattan's Third Avenue, not at all. Beyond the unification of the IND, IRT, and BMT, strategic track connections were built between lines to allow a more flexible and unified operation. The oldest subway routes received much needed rehabilitation. Thousands of new subway cars and buses were purchased. The sacred nickel fare barrier was broken, and by 1968 a ride cost twenty cents. From LaGuardia to Lindsay, mayors devoted much energy to solving transit problems, keeping fares low, and appeasing voters, fellow elected officials, transit management, and labor leaders. Simultaneously, American society was experiencing tumultuous times, manifested by labor disputes, economic pressures, and civil rights protests. Featuring many photos never before published, From a Nickel to a Token is a historical trip back in time to a multitude of important events.

Evolution of New York City Subways Gene Sansone, 2002 Photographs, line drawings, and narratives record the development of the New York City subway system's rolling stock. A collaborative labor of love by the Metropolitan Transportation Authority and the New York Transit Museum, Gene Sansone's Evolution of New York City Subways: An Illustrated History of New York City's Transit Cars, 1867-1997-now available from the Johns Hopkins University Press with a new foreword by Clifton Hood-offers an extensive array of photographs, line drawings, and stories about the city's most treasured railcars. Subway buffs, railfans, students of New York City history, and specialists in the history of technology will appreciate this authoritative account. MTA New York City Transit and Sansone provide a record of the rolling stock that helped make New York City one of the great cities of the world.

The Wheels That Drove New York Roger P. Roess, Gene Sansone, 2012-08-23 The Wheels That Drove New York tells the fascinating story of how a public transportation system helped transform a small trading community on the southern tip of Manhattan island to a world financial capital that is home to more than 8,000,000 people. From the earliest days of horse-drawn conveyances to the wonders of one of the world's largest and most efficient subways, the story links the developing history of the City itself to the growth and development of its public transit system. Along the way, the key role played by the inventors, builders, financiers, and managers of the system are highlighted. New York began as a fur trading outpost run by the Dutch West India Company, established after the discovery and exploration of New York Harbor and its great river by Henry Hudson. It was eventually taken over by the British, and the magnificent harbor provided for a growing center of trade. Trade spurred industry, initially those needed to support the shipping industry, later spreading to various products for export. When DeWitt Clinton built the Erie Canal, which linked New York Harbor to the Great Lakes, New York became the center of trade for all products moving into and out of the mid-west. As industry grew, New York became a magnet for immigrants seeking refuge in a new land of opportunity. The City's population continued to expand. Both water and land barriers, however, forced virtually the entire population to live south of what is now 14th Street. Densities grew dangerously, and brought both disease and conflict to the poorer quarters of the Five Towns. To expand, the City needed to conquer land and water barriers, primarily with a public transportation system. By the time of the Civil War, the City was at a breaking point. The horse-drawn public conveyances that had provided all of the public transportation services since the 1820's needed to be replaced with something more effective and efficient. First came the elevated railroads, initially powered by steam engines. With the invention of electricity and the electric traction motor, the elevated's were electrified, and a trolley system emerged. Finally, in 1904, the City opened its first subway. From there, the City's growth to northern Manhattan and to the outer boroughs of Brooklyn, Queens, and the Bronx exploded. The Wheels That Drove New York takes us through the present day, and discusses the many challenges that the transit system has had to face over the years. It also traces the conversion of the system from fully private operations (through the elevated railways) to the fully public system that exists today, and the problems that this transformation has created along the way.

NASA Graphics Standards Manual Jesse Reed, Hamish Smyth, 2015-09 The NASA Graphics Standards Manual, by Richard Danne and Bruce Blackburn, is a futuristic vision for an agency at the cutting edge of science and exploration. Housed in a special anti-static package, the book features a foreword by Richard Danne, an essay by Christopher Bonanos, scans of the original manual (from Danne's personal copy), reproductions of the original NASA 35mm slide presentation, and scans of the Managers Guide, a follow-up booklet distributed by NASA.

Subway City Michael W. Brooks, 1997 Traces the development of the subway from its inception to its decline as an overcrowded and dangerous part of city life - Explores how it has been represented in film and art - Gives women's experiences of the subway - Examines the city's racial tensions - Skyscrapers - Spatial layout of the city - Urban space.

The Absolute Beginner's Guide to the New York Subway Minh T. Nguyen,2013-11 The most convenient way to travel in New York City is by subway, but many first-time 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 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. Illustrated with more than 70 pictures and figures, this detailed guide breaks down everything you need to know about using the subway. 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. What this guide includes: - A step-by-step guide on how to use the subway - Dealing with weekend and weeknight service changes - 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 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 quite 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.

Transit Talk Robert W. Snyder,1997 New York City may seem to be a place where everyone is a stranger, yet transit workers provide a human presence on a late-night bus or an empty subway platform. Few of us give any thought to these invisible workers-until something goes wrong. Transit Talk takes readers into the world of MTA New York City transit employees, as they describe their lives and work, from the most visible subway conductor to the seemingly invisible mechanic. There are nearly 44,000 transit workers like those you will meet in Transit Talk , and every day they help five million of us travel to work, to school, to weddings, to funerals, to hospitals, to vacations. These workers labor daily on subway tracks inches from high-voltage powerlines, risking their lives for passengers they'U never know. The city can feel large and fragmented, but the transportation system and its workers create common threads in the lives of all New Yorkers, threads we take for granted. Together, their stories create a human tableau of life and labor in the city within a city that is the MTA New York City Transit. Transit workers find satisfaction in fixing a damaged subway car, gain wisdom from mastering a dangerous workplace, nurse emotional wounds from tending to someone injured in an accident, battle frustration from difficulties with management, and express satisfaction when reflecting on a productive career. They tell of how years spent in the same shop create bonds between workers. They talk of the burden of laboring in a twenty-four-hour system with night shifts and weekend workdays that take them away from families. You'U hear painful tales of informing next-of-kin of a death on the tracks as well as joyous anecdotes of workers delivering a baby in a subway car.

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.

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