

Mta New York City Transit

Philip Mark Plotch

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.

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.

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.

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.

MTA Bus Company and New York City Transit Thomas P. DiNapoli,2010-10 This audit report determines whether New York City's Metropolitan Transportation Authority (MTA) Bus Co. and New York City Transit properly managed selected aspects of the procurement of diesel fuel for buses. The report concluded that aspects of bus diesel fuel procurement have been ineffectively managed by Transit. This is primarily due to Transit's decision to use a more costly type of fuel, jet/kerosene, rather than less costly diesel fuel. As a result, MTA Bus, and Transit respectively paid an estimated \$7.6 million and \$31.8 million more for diesel fuel than they should have between Oct. 2006 and Sept. 2009. In addition, this report concluded that MTA Bus lacks adequate assurances that a proper accountability exists for its fuel supply.

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.

Along the Way Sandra Bloodworth,William S. Ayres,2006 The authors conduct a tour through New York's underground museum of contemporary art, works commissioned by MTA Arts for Transit for the subway system. 200 full-color illustrations.

The Routes Not Taken Joseph B. Raskin,2013-12-01 Robert A. Van Wyck, mayor of the greater city of New York, broke ground for the first subway line by City Hall on March 24, 1900. It took four years, six months, and twenty-three days to build the line from City Hall to West 145th Street in Harlem. Things rarely went that quickly ever again. The Routes Not Taken explores the often dramatic stories behind the unbuilt or unfinished subway lines, shedding light on a significant part of New York City's history that has been almost completely ignored until now. Home to one of the world's largest subway systems, New York City made constant efforts to expand its underground labyrinth, efforts that were often met with unexpected obstacles: financial shortfalls, clashing agendas of mayors and borough presidents, battles with local community groups, and much more. After discovering a copy of the 1929 subway expansion map, author Joseph Raskin began his own investigation into the city's underbelly. Using research

from libraries, historical societies, and transit agencies throughout the New York metropolitan area, Raskin provides a fascinating history of the Big Apple's unfinished business that until now has been only tantalizing stories retold by public-transit experts. The Routes Not Taken sheds light on the tunnels and stations that were completed for lines that were never fulfilled: the efforts to expand the Hudson tubes into a fullfledged subway; the Flushing line, and why it never made it past Flushing; a platform underneath Brooklyn's Nevins Street station that has remained unused for more than a century; and the 2nd Avenue line—long the symbol of dashed dreams—deferred countless times since the original plans were presented in 1929. Raskin also reveals the figures and personalities involved, including why Fiorello LaGuardia could not grasp the importance of subway lines and why Robert Moses found them to be old and boring. By focusing on the unbuilt lines, Raskin illustrates how the existing subway system is actually a Herculean feat of countless political compromises. Filled with illustrations of the extravagant expansion plans, The Routes Not Taken provides an enduring contribution to the transportation history of New York City.

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'll 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'll 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.

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.

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 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 of 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.

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.

Sustainable Mass Transit Thomas Abdallah, 2023-05-25 *Sustainable Mass Transit: Challenges and Opportunities in Urban Public Transportation*, Second Edition highlights the many sustainability solutions and alternatives to fossil fuel usage including renewable energy and efficiency in mass transit, as well as the conservation of materials, water, and air and the overall health of communities. This new edition will update the reader on developments in the field since 2017 and advancements in sustainability solutions. It explores how Environmental Management System frameworks improve environmental performance in the operations, maintenance, design, rehabilitation, and expansion of a mass transportation system. The book covers the numerous types of mass transit systems, looking closely at all their key functions, including operations, maintenance, development, design, building, and retrofitting. It explores the mitigation measures that reduce or eliminate negative environmental impacts, including green infrastructure, materials conservation, ecological conservation, and more. It covers energy, greenhouse gas emissions, toxic pollution and other significant environmental impacts, recycling, and more. It also examines organizational best practices and environmental regulatory constraints and life cycle assessments, describing which sustainable elements can be added while rehabilitating or expanding a mass transportation infrastructure or ancillary facility. The book concludes with a look at forthcoming sustainable initiatives that will enhance mass transit systems. Contains case studies from around the world, including several new case studies from the United States, Canada, Mexico, South America, Europe and Asia Thoroughly updated with four new chapters on The Sustainable Mass Transit Revolution, Relevance of Mass Transit, Environmental Professionals in Transportation, and Reimagining Sustainable Mass Transit Includes a new companion website with assessment questions for educators, image files and video presentations Shows how teams from different fields, entities, agencies and cities can work together to solve complex sustainability challenges

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.

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--

Financial Outlook for the New York City Metropolitan Transportation Authority (MTA) Thomas P. DiNapoli, 2011 This is a print on demand edition of a hard to find publication. The MTA has long suffered from a structural imbalance between recurring revenues and expenses. During the last economic expansion, rather than bringing spending in line with recurring resources, the MTA used tax windfalls from the expansion to mask the structural imbalance between recurring revenue and expenses, and to put off needed reforms. The current economic downturn has compounded the MTA's financial problems. The MTA's July 2010 financial plan shows an operating budget deficit of more than \$1 billion for 2011. The budget deficit is expected to more than double by 2014. The MTA has outlined a gap-closing program that begins the process of changing how the MTA conducts business. Charts and tables.

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

The Invention of Brownstone Brooklyn Suleiman Osman,2011-03-09 Considered one of the city's most notorious industrial slums in the 1940s and 1950s, Brownstone Brooklyn by the 1980s had become a post-industrial landscape of hip bars, yoga studios, and beautifully renovated, wildly expensive townhouses. In *The Invention of Brownstone Brooklyn*, Suleiman Osman offers a groundbreaking history of this unexpected transformation. Challenging the conventional wisdom that New York City's renaissance started in the 1990s, Osman locates the origins of gentrification in Brooklyn in the cultural upheavals of the 1960s and 1970s. Gentrification began as a grassroots movement led by young and idealistic white college graduates searching for authenticity and life outside the burgeoning suburbs. Where postwar city leaders championed slum clearance and modern architecture, brownstoners (as they called themselves) fought for a new romantic urban ideal that celebrated historic buildings, industrial lofts and traditional ethnic neighborhoods as a refuge from an increasingly technocratic society. Osman examines the emergence of a slow-growth progressive coalition as brownstoners joined with poorer residents to battle city planners and local machine politicians. But as brownstoners migrated into poorer areas, race and class tensions emerged, and by the 1980s, as newspapers parodied yuppies and anti-gentrification activists marched through increasingly expensive neighborhoods, brownstoners debated whether their search for authenticity had been a success or failure.

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