

Nyc Subway

Stefan Hohne

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--

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.

Under the Sidewalks of New York 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.

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.

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--

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.

A Subway for New York David Weitzman,2005-11-04 Offers readers the factual account of how the first section of the New York City's subway system was able to transport its many passengers from areas in lower Manhattan to the Upper West Side in just a matter of minutes--and for only a nickel!

Between the Lines Uli Beutter Cohen,2021-11-09 From the acclaimed creator of Subway Book Review, Between the Lines gloriously takes to the underground and showcases in over 170 interviews what moves us forward—a thrilling ride as unexpected as New York City itself. “Subway Book Review has changed how we look at books.” —Forbes “[Beutter Cohen’s] rosy view of the subway is a refreshing contrast.” —The Cut, New York magazine “Subway Book Review is one of the few purely good things on the internet.” —Esquire For the better part of a decade, Uli Beutter Cohen rode the subway through New York City’s underground to observe society through the lens of our most creative thinkers: the readers of books. Between the Lines is a timely collection of beloved and never-before-published stories that reflect who we are and where we are going. In over 170 interviews, Uli shares nuanced insights into our collective psyche and gives us an invaluable document of our challenges and our potential. Complete with original photography, and countless intriguing book recommendations, Between the Lines is an enthusiastic celebration of the ways stories invite us into each other’s lives, and a call to action for imagining a bold, empathetic future together. Meet Yahdon, who reads Dapper Dan: Made in Harlem and talks about the power of symbols in fashion. Diana shares how Orlando shaped her journey as a trans woman. Saima reads They Say, I Say and speaks about the power of her hijab. Notable New Yorkers open up about their lives and reading habits, including photographer Jamel Shabazz, filmmaker Katja Blichfeld, painter Devon Rodriguez, comedian Aparna Nancherla, fashion editor Lynn Yaeger, playwright Jeremy O. Harris, fashion designer and TV personality Leah McSweeney, designer Waris Ahluwalia, artist Debbie Millman, activist Amani al-Khatahtbeh, and esteemed authors such as Jia Tolentino, Roxane Gay, Ashley C. Ford, Eileen Myles, Min Jin Lee, and many more.

Subway Story Julia Sarcone-Roach,2011-10-11 Never was there a subway car who loved her job more than Jessie. From morning to night she carried all sorts of people all sorts of places—to work and school and World's Fairs, over bridges and through tunnels—sometimes she even took a pigeon along for the ride! But as time passed, sleek new silver cars began to take over the tracks, banishing Jessie to an abandoned lot. What will she do with no passengers to carry? And where will she go now that she's no longer welcome on the tracks? Based on the true story of 1960's-era subway cars that are now being used to create artificial reefs in the Atlantic, this stunningly illustrated second book from Julia Sarcone-Roach is sure to delight scuba diving historians and kids alike.

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 - Skyscapers - Spatial layout of the city - Urban space.

Subway John E. Morris,2020-10-06 This dynamic visual history of the world's largest transit system -- in all its intriguing, colorful, and even seedy glory -- is packed with fascinating facts and hundreds of compelling photographs. When the first New York subway line opened in 1904, it was the most advanced in the world and a source of enormous civic pride. Today, it is an essential function to the lives of New Yorkers and a perennial cultural touchstone. To be a New Yorker is to take the train. To celebrate it, or grumble about it. Subway: The History, Curiosities, and Secrets of the New York City Transit System by John E. Morris is both a vivid history of this great transportation system and an exploration of its impact on the city and popular culture. The book covers every remarkable moment, from the technical obstacles and corruption that impeded plans for an underground rail line in the 1800s, to the current state of the system and plans for the future; profiles of the colorful, forgotten characters who built and restored the subway; graphics and imagery showing the evolution of subway cars and the way fares are collected; how subway etiquette rules have evolved with society; great subway chase scenes and songs about the subway; a look at abandoned stations and half-built tunnels; and more.

In this visually stunning work, packed with original research, journalist and bestselling author John Morris brings life to this one-time engineering marvel that has united and expanded the city for the last 116 years.

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.

Riding the New York Subway Stefan Hühne, 2021 A history of New York subway passengers as they navigated the system's constraints while striving for individuality, or at least a smooth ride. When the subway first opened with much fanfare on October 27, 1904, New York became a city of underground passengers almost overnight. In this book, Stefan Hühne examines how the experiences of subway passengers in New York City were intertwined with cultural changes in urban mass society throughout the twentieth century. Hühne argues that underground transportation—which early passengers found both exhilarating and distressing—changed perceptions, interactions, and the organization of everyday life.

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.

Lost in NYC: a Subway Adventure Nadja Spiegelman, 2020-05 Lost on a school fieldtrip, Pablo learns to navigate the New York subway and his feelings about his new home.

Riding the New York Subway Stefan Hühne, 2021-02-16 A history of New York subway passengers as they navigated the system's constraints while striving for individuality, or at least a smooth ride. When the subway first opened with much fanfare on October 27, 1904, New York became a city of underground passengers almost overnight. In this book, Stefan Hühne examines how the experiences of subway passengers in New York City were intertwined with cultural changes in urban mass society throughout the twentieth century. Hühne argues that underground transportation—which early passengers found both exhilarating and distressing—changed perceptions, interactions, and the organization of everyday life.

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.

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

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

Tunneling to the Future Peter Derrick, 2002-04 Derrick (archivist, Bronx County Historical Society) tells the story of what was, at the time, the largest and most

expensive single municipal project ever attempted--the 1913 expansion of the New York City Dual System of Rapid Transit. He considers the factors motivating the expansion, the process of its design, the controversies surrounding financing it, and its impact on New York then and today. Appendixes summarize the contracts and related certificates and list the opening dates of Dual System lines. Twenty-four pages of photographs are also included. c. Book News Inc.

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Art Theory at the Brera Academy of Fine Arts in Milan. His most recent books are:
Il re è ... Nous sommes nus. 27 October, 2008. | Items Cartoonist writes 'A
painted cartoon...Its title is Nous sommes nus. Recently I had an exhibition of
paintings at Roar! Gallery called Fighting for a Peace. In ... Which one is better
in French, 'Nous nous sommes brossés ... Jan 13, 2018 - THE correct one is : nous
nous sommes brossé les dents. The Comprehensible Classroom: Teach languages with
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