

The New York Subway System Building History Series

The Absolute Beginner's Guide to the New York Subway
The New York City Subway System
New York Subways
The New York Subways
Riding the New York Subway
Building the New York Subway
Art and the Subway
New York Magazine
New York Underground
International Express
Subway Style
The New York City Subway
Under the Sidewalks of New York
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Trains
Getting Up
The Routes Not Taken
Minh T. Nguyen Ronald A. Reis Gene Sansone Lesley A. DuTemple Stefan Hohne Andrew Santella Tracy Fitzpatrick
Julia Solis Stéphane Tonnellat New York Transit Museum Charles River Editors Brian J. Cudahy Tim McNeese Gary Hustwit John E. Morris Craig Castleman
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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

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 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

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 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 höhne examines how the experiences of subway passengers in new york city were intertwined with cultural changes in urban mass society throughout the twentieth century höhne argues that underground transportation which early passengers found both exhilarating and distressing changed perceptions interactions and the organization of everyday life

a history of how new york city s famous subway was constructed

explores artistic production surrounding the world s most famous public transportation system from just before its opening in 1904 onwards using images this work offers perspectives on ways in which the subway has been used as a subject about which to make art as a site within which to make art and as a canvas upon which to make art

new york magazine was born in 1968 after a run as an insert of the new york herald tribune and quickly made a place for itself as the trusted resource for readers across the country with award winning writing and photography covering everything from politics and food to theater and fashion the magazine s consistent mission has been to reflect back to its audience the energy and excitement of the city itself while celebrating new york as both a place and an idea

did alligators ever really live in new york s sewers what s it like to explore the old aqueducts beneath the city how many levels are beneath grand central station and how exactly did the pneumatic tube system that new york s post offices used to employ work in this richly illustrated historical tour of new york s vast underground systems julia solis answers all these questions and much much more new york underground takes readers through ingenious criminal escape routes abandoned subway stations and dark crypts beneath lower manhattan to expose the city s basic anatomy while the city is justly famous for what lies above ground its underground passages are equally legendary and tell us just as much about how the city works

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

more than 250 extraordinary photographs including both newly commissioned color photographs and period images from the new york transit museum archives chronicle one hundred years of architectural and design history from the new york city subway system including everything from the interiors of t

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

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

discusses the history of the new york city subway system

the new york subway map debate documents a pivotal event in design history the 1978 debate between designer massimo vignelli and cartographer john tauranac over the future of the nyc subway map the book features the full transcript and discussions that followed made possible by the recent discovery of a lost audio tape of the event along with never before seen photographs of the evening by stan ries the new york subway map debate opens a hyper specific window into a moment in new york design history and the eternal battle between form and content edited by filmmaker and design historian gary hustwit with a foreword by designer paula scher

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

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

getting up is the term used by graffiti artists to describe their success in making their mark on the new york subway system through candid interviews new yorker craig castleman documents the inside story of the lives and activities of these young graffiti

a fascinating journey into the past and under the ground that offers an insightful look at the what might have been 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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