Online Library Second Avenue Subway Design Changes Transitt

The Image of the City

Infantus urbanus (defn.): Young mammal raised in city environment. Infantus urbanus love nights at the opera, modern architecture, and fine cuisine. Difficult to spot at night due to their penchant for black clothing. See also URBAN BABIES.

Final Generic Environmental Impact Statement in Case 01-E-0377

Ford, Eileen Myles, Min Jin Lee, and many more.

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.

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

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

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

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

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

Engineering World

Helvetica itself.

than 250 images—photographs, sketches, type samples, and documents). He places this signage evolution in the context of the history of the New York City subway system, of 1960s transportation signage, of Unimark International, and of

1960s began not with Helvetica but with its forebear, Standard (AKA Akzidenz Grotesk). It wasn't until the 1980s and 1990s that Helvetica became ubiquitous. Shaw describes the slow typographic changeover (supplementing his text with more

Legend has it that Helvetica came in and vanquished the competition. Paul Shaw shows that it didn't happen that way—that, in fact, for various reasons (expense, the limitations of the transit authority sign shop), the typeface overhaul of the

typographic order triumphed over chaos. The process didn't go smoothly or quickly. At one point New York Times architecture writer Paul Goldberger declared that the signs were so confusing one almost wished that they weren't there at all.

create a clear and consistent sign system. We can see the results today in the white-on-black signs throughout the subway system, displaying station names, directions, and instructions in crisp Helvetica. This book tells the story of how

signs identifying stations and warning riders not to spit, smoke, or cross the tracks were added to the mix. Efforts to untangle this visual mess began in the mid-1960s, when the city transit authority hired the design firm Unimark International to

materials, colors, and messages. The original mosaics (dating from as early as 1904), displaying a variety of serif and sans serif letters and decorative elements, were supplemented by signs in terracotta and cut stone. Over the years, enamel

How New York City subways signage evolved from a “visual mess” to a uniform system with Helvetica triumphant. For years, the signs in the New York City subway system were a bewildering hodge-podge of lettering styles, sizes,

The City Beneath Us

Engineering Record, Building Record and Sanitary Engineer

Engineering World

Little Kid, Big City!: New York

Engineering Record, Building Record and Sanitary Engineer

Engineering World

Little Kid, Big City!: New York

Final Generic Environmental Impact

Second Avenue Subway in the Borough of Manhattan, New York County

Second Avenue Subway in the Borough of Manhattan, New York County
Under the Sidewalks of New York

"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"--

Urban Babies Wear Black

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.

Every two years, industry leaders and practitioners from around the world gather at the Rapid Excavation and Tunneling Conference (RETC), the authoritative program for the tunneling profession. This comprehensive book includes more than 100 papers from industry experts, highlighting their most recent projects and sharing real-world experiences that will keep you up to date on the latest tunneling trends and technologies.

The North American Tunneling Conference is the premier forum to discuss new trends and developments in underground construction in North America. With every conference, the number of attendees and breadth of topics grows. North American Tunneling: 2014 Proceedings reflects the theme for the 2014 conference, "Mission Possible." The authors share new theories, novel innovations, and the latest tools that make what once may have been perceived as impossible, now possible. The authors of 128 papers share the latest case histories, expertise, lessons learned, and real-world applications from around the globe on a wide range of topics. They cover the successes and failures of challenging construction projects. Read about challenging design issues, fresh approaches on performance, future projects, and industry trends as well as ground movement and support, structure analysis, risk and cost management, rock tunnels, caverns and shafts, TBM technology and selection, and water and wastewater conveyance.

Have the last two decades produced a New York composed of two separate and unequal cities? As the contributors to Dual City reveal, the complexity of inequality in New York defies simple distinctions between black and white, the Yuppies and the homeless. The city's changing economic structure has intersected with an increasingly diversified population, providing upward mobility for some groups while isolating others. As race, gender, ethnicity, and class become ever more critical components of the postindustrial city, the New York experience illuminates not just one great city, or indeed all large cities, but the forces affecting most of the globe. "The authors constitute an impressive assemblage of seasoned scholars, representing a wide array of pertinent disciplines. Their product is a pioneering volume in the social sciences and urban studiesthe 20-page bibliography is a major research tool on its own." —Choice

Public transportation opportunities exist to improve the communication and transparency of changes made to the New Starts program: report to congressional committees.

Drawn from a newly discovered cache of historical photos from the New York Transit Museum, a collection of 175 duotone images showcases the construction techniques and architectural details that were involved in the creation of the New York City subway system, in a centennial anniversary tribute complemented by an illustrated history.