New York Subway-Interborough Rapid Transit Company 1904

“The New York Subway, Its Construction and Equipment” by Interborough Rapid Transit Company. Published by Good Press. Good Press publishes a wide range of titles that encompasses every genre. From well-known classics & literary fiction and non-fiction to forgotten—or yet undiscovered gems—of world literature, we issue the books that need to be read. Each Good Press edition has been meticulously edited and formatted to boost readability for all e-readers and devices. Our goal is to produce eBooks that are user-friendly and accessible to everyone in a high-quality digital format.

The New York Subway-1904

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IRT Interborough Rapid Transit / the New York City Subway: Its Design and Construction-The Interborough Rapid Transit Company 2007-06 On October 27, 1904, the Interborough Rapid Transit Company opened the first subway in New York City. Running between City Hall and 145th Street at Broadway, the line was greeted with enthusiasm and, in some circles, trepidation. Created under the supervision of Chief Engineer S.L.F. Deyo, the arrival of the IRT foreshadowed the end of the “elevated” transit era on the island of Manhattan. The subway proved such a success that the IRT Co. soon achieved a monopoly on New York public transit. In 1940 the IRT and its rival the BMT were taken over by the City of New York. Today, the IRT subway lines still exist, primarily in Manhattan where they are operated as the “A Division” of the subway. Reprinted here is a special book created by the IRT, recounting the design and construction of the fledgling subway system. Originally created in 1904, it presents the IRT story with a flourish, and with numerous fascinating illustrations and rare photographs.

Interborough Rapid Transit: the New York Subway-IRT Subway System (New York, N.Y.) 1904

The New York Subway-2007

The New York Subway-Brian J. Cudahy 2004 When the first cars of New York’s new underground railroad left City Hall station on October 27, 1904, they were the property of a private firm called the Interborough Rapid Transit, running on public tracks. The IRT realized what seemed an impossible dream for more than 30 years - financing, designing, and building an underground railroad that ran from lower Manhattan right to the Bronx. Ground was broken in 1900; four years later, New Yorkers would ride uptown and down on the rapid transit railroad they called “the subway.” Here, in 12 chapters, is the definitive story of the design, planning, and construction of everything that went underground - from the routes under Broadway to descriptions of the maneuvering around the intricate network of sewers, water and gas mains, steam pipes, and tunnels along the way. The photographs, maps, schematics, elevations, and other illustrations are accompanied by the IRT’s own clear, comprehensive narrative, many charts and tables, and a new introduction by Brian Cudahy.

The New York Subway-Anonymous 2006-03-01

New York Subway-Interborough Rapid Transit Company 1904

The New York Subway-Interborough Rapid Transit Company 2016-08-27 Excerpt from The New York Subway: Its Construction and Equipment In looking at the finished road as a completed work, one is apt to wonder why it ever seemed impossible and to forget the difficulties which confronted the builders at the start. The railway was to be owned by the city, and built and operated under legislation unique in the history of municipal governments, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and city supervision over construction and operation. Questions as to the interpretation of these provisions might have to be passed upon by the courts, with delays, how serious none could foretell, especially in New York where the crowded calendars retard speedy decisions. The experience of the elevated railroad corporations in building their lines had shown the uncertainty of depending upon legal precedents. It was not, at that time, supposed that the abutting property owners would have any legal ground for complaint against the elevated structures, but the courts found new laws for new conditions and spelled out new property rights of light, air, and access, which were made the basis for a volume of litigation unprecedented in the courts of any country. An underground railroad was a new condition. None could say that the abutting property owners might not find rights substantial enough, at least, to entitle them to their day in court, a day which, in this State, might stretch into many months, or even several years. Owing to the magnitude of the work. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

The City Beneath Us-New York Transit Museum 2004 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.

Interborough Rapid Transit; the New York Subway, Its Construction and Equipment-Interborough Rapid Transit Company N.Y. 2013-01 Unlike some other reproductions of classic texts (1) We have not used OCR/Optical Character Recognition), as this leads to bad quality books with introduced typos. (2) In books where there are images such as portraits, maps, sketches etc We have endeavoured to keep the quality of these images, so they
represent exactly the original artifact. Although occasionally there may be certain imperfections with these old texts, we feel they deserve to be made available for future generations to enjoy.

Interborough Rapid Transit-Interborough Rapid Transit Company 1904

722 Miles-Clifton Hood 2004-08-23 A thorough history follows the evolution of the New York subway system from visionary idea, through political machinations and feats of urban planning, to engineering reality, and looks at the diverse ways in which mass transportation has shaped New York City and the lives of its inhabitants. Reprint.

Interborough Rapid Transit-1904

Interborough Rapid Transit: The New York Subway: Its Construction and Equipment-Interborough Rapid Transit System 2018-02-02 This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it. This work was reproduced from the original artifact, and remains as true to the original work as possible. Therefore, you will see the original copyright references, library stamps (as most of these works have been housed in our most important libraries around the world), and other notations in the work. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. As a reproduction of a historical artifact, this work may contain missing or blurred pages, poor pictures, errant marks, etc. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant.


Interborough Rapid Transit Company-the New York Subway-Interborough Rapid Transit Company, New York Staff 1969-10-01

New York Subways-Gene Sansone 2004-11-29 An assistant chief mechanical officer for the MTA New York City Transit describes, illustrates, and provides technical data for all the passenger rolling stock that has ever operated in New York City's subway, from the early days of steam and cable to the high-tech world of the present, accompanied by an array of photographs, technical data, and engineering plans.

A Subway for New York-David Weitzman 2005 A behind-thescenes look at an underground miracle On October 27, 1904, the first section of the most famous subway system in the world was opened for business. Thousands of passengers paid the nickel fare to experience what it was like to ride beneath Broadway and other traffic-clogged city streets from lower Manhattan to the Upper West Side. Here is the story of the daring and demanding construction project that made it possible for the city's first "straphangers" to travel miles in minutes. In a lively fact-filled text and incredibly detailed pictures, gifted technical artist David Weitzman brings the mechanics of this incredible public works project to life and captures the can-do spirit of engineers and workers. This is a book for any fan of trains, tunnels, and tracks--

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"--

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.

The New York City Subway System-Ronald A. Reis 2009 Traces the history of the development of the New York City subway system at the beginning of the twentieth century.

The Race Underground-Doug Most 2014-02-04 In the late nineteenth century, as cities like Boston and New York grew more congested, the streets became clogged with plodding, horse-drawn carts. When the great blizzard of 1888 crippled the entire northeast, a solution had to be found. Two brothers from one of the nation's great families-Henry Melville Whitney of Boston and William Collins Whitney of New York-pursued the dream of his city digging America's first subway, and the great race was on. The competition between Boston and New York played out in an era not unlike our own, one of economic upheaval, life-changing innovations, class warfare, bitter political tensions, and the question of America's place in the world. The Race Underground is peopled with the famous, like Boss Tweed, Grover Cleveland and Thomas Edison, and the not-so-famous, from brilliant engineers to the countless "sandhogs" who shoveled, hoisted and blasted their way into the earth's crust, sometimes losing their lives in the construction of the tunnels. Doug Most chronicles the science of the subway, looks at the centuries of fears people overcame about traveling underground and tells a story as exciting as any ever ripped from the pages of U.S. history. The Race Underground is a great American saga of two rival American cities, their rich, powerful and sometimes corrupt interests, and an invention that changed the lives of millions.

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.

A Century of Subways-Brian J. Cudahy 2009-08-25 The transit historian and author of Under the Sidewalks of New York delivers a lively and authoritative history of New York City's fabled subway. On the afternoon of October 27, 1904, ordinary New Yorkers descended beneath the sidewalks for the first time to ride the electric-powered trains of the newly inaugurated Interborough Rapid Transit System. More than a century later, the subway has expanded greatly, weaving its way into the fabric of New York's unique and diverse urban life. In A Century of Subways, transit historian Brian J. Cudahy offers a fascinating tribute to New York's storied and historic subway system, from its earliest beginnings and many architectural achievements, to the ways it helped shape today's modern metropolis. Taking a fresh look at one of the marvels of the twentieth century, Cudahy creates a vivid sense of this extraordinary system and the myriad ways the city was transformed once New Yorkers started riding below the ground.

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.
The Construction of the New York Subway - 2016

The Routes Not Taken - Joseph B. Raskin 2013-12-01 A fascinating journey into the past—and under the ground—that offers "an insightful look at the what-might-have-beens 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 unfinished 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 unfinished 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.

Subways-Lorraine B. Diehl 2004 A lavishly illustrated history of New York City’s subway system celebrates its one hundredth anniversary with profiles of the memorable personalities responsible for designing, building, and riding the city’s subways; a detailed account of its construction and growth; and rare subway memorabilia, archival photographs, and interviews with New Yorkers. 25,000 first printing.


Building the New York Subway-Andrew Santella 2007 A history of how New York City's famous subway was constructed.

Building the New Rapid Transit System of New York City-Fred Lavis 1915

Conquering Gotham-Jill Jonnes 2007-04-19 “Superb. [A] first-rate narrative” (The Wall Street Journal) about the controversial construction of New York’s beloved original Penn Station and its tunnels, from the author of Eiffel's Tower and Urban Forests As bestselling books like Ron Chernow's Titan and David McCullough's The Great Bridge affirm, readers are fascinated with the grand personalities and schemes that populated New York at the close of the nineteenth century. Conquering Gotham re-creates the riveting struggle waged by the greatest Pennsylvania Railroad to build Penn Station and the monumental system of tunnels that would connect water-bound Manhattan to the rest of the continent by rail. Historian Jill Jonnes tells a ravishing tale of snarling politicians, engineering feats, and backroom politicking packed with the most colorful figures of Gilded Age New York. Conquering Gotham will be featured in an upcoming epilogue of PBS’s American Experience.

Subwayland-Randy Kennedy 2014-04-08 Since the doors of the first subway train opened in 1904, New Yorkers and tourists alike have been fascinated, amused, amazed, repelled and bewildered by the world-within-a-world that lies beneath the city. Now, in Subwayland, as the subway celebrates its centennial anniversary, creator of The New York Times's award-winning "Tunnel Vision" column Randy Kennedy leads us on an extended tour of this storied subterranean land, revealing: its inhabitants: the Tango Man, the traveling magician, Mayor Bloomberg * Its wildlife: the subway-riding pigeons, the Fulton Street cat, the blind mules * Its customs, taboos and secret histories: door blocking, leg spreading, pole hugging, even, yes, token sucking * Its government: the sheriff of Grand Central, the Ethel Merman of the shuttle, the motorman who drove the last No. 1 train beneath the World Trade Center on September 11, 2001 * Tips for the first-time traveler: how to get a seat, how to get a date, the fine art of "pre-walking".

How Franchise Terms Impeded Private Subway Construction in New York City: Comparison with Concession Agreements for Early Subterranean Transit in Great Britain-Kyle M. Kirschling 2019-12-27 New York could have had a practical and profitable subway in operation by the 1870s—financed entirely by the private sector—had franchise terms been as liberal as those in Great Britain. Although it would not have been as technologically sophisticated as the 1904 subway, it would have been superior to the elevated railways of the time. Moreover, permitting experimentation and entrepreneurship in New York City's transportation industry would ultimately have accelerated the development of subway technology. Regardless, given the political constraints, the DBOM public-private partnership model finalized in 1980 was extremely successful. The lines built under this half of today's New York City were low, no government subsidies were required, and investors earned high returns (until the unprecedented inflation of World War I, which could have been resolved by allowing the franchisees to raise fares with inflation).

The New York City Subway-Charles River Charles River Editors 2017-01-07 *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. From its iconic landmarks to its vibrant neighborhoods, the city plays an enormous role in the life of the country. But can you imagine what New York City would be like without its subway? Over the last century the New York City Subway has become a symbol of dashed dreams—deferred countless times since the original plans were presented in 1929. As a result of the most significant needs of a growing civilization: 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. So 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 under the streets, and the New York City Subway was born. The subway opened to the public for the first time on October 27, 1904, and it has since become the lifeline to nearly every New Yorker. This fully illustrated book looks at the subway's history, both big and small, thesanity 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 build 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: “Deep down, I would love to see more New York City subway trains, not a whole lot more at a time, but another by the carload and judging by the cars stuck in 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.

Art and the Subway-Tracy Fitzpatrick 2009 Paintings, graffiti, photographs, and public art by Walker Evans, DONDI, Keith Haring, and others are featured in this visual representation of the New York subway system and
For decades, Philip Ashforth Coppola has meticulously documented the New York City subway in a series of extraordinary drawings, detailing the terracotta mosaics, faience, and tile patterns that millions of riders pass by every day. Coppola’s drawings are what Hyperallergic calls “the most encyclopedic history of the art and architecture of the New York City subway system.” Along with Coppola’s intricate ink drawings are anecdotes he assembled through painstaking research involving hundreds of hours poring through microfilms to discover the names behind the artisanship of what is rightly called New York’s largest public art work—its legendary subway system.