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"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"-- Please note that the content of

this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 57. Chapters: Second Avenue Subway, New York City Subway nomenclature, IND Eighth Avenue Line, BMT Brighton Line, IRT Flushing Line, IRT Broadway - Seventh Avenue Line, Culver Line, BMT Broadway Line, List of New York City Subway lines, BMT Canarsie Line, IND Sixth Avenue Line, IRT Lexington Avenue Line, Chrystie Street Connection, IND 63rd Street Line, BMT Jamaica Line, IRT White Plains Road Line, BMT Sea Beach Line, BMT Myrtle Avenue Line, BMT Franklin Avenue Line, IND Queens Boulevard Line, IND Fulton Street Line, 42nd Street Shuttle, BMT Nassau Street Line, Archer Avenue Line, BMT West End Line, BMT Fourth Avenue Line, IND Crosstown Line, BMT Astoria Line, IRT Eastern Parkway Line, IRT Jerome Avenue Line, IRT Dyre Avenue Line, IRT Lenox Avenue Line, IRT Pelham Line, IND Rockaway Line, BMT 63rd

Street Line, IND Concourse Line, IRT New Lots Line, IRT Nostrand Avenue Line, 60th Street Tunnel Connection. Excerpt: The Second Avenue Subway (SAS) is a planned rapid transit subway line, part of the New York City Subway system. Phase I, consisting of two miles (3 km) of tunnel and three stations, is currently under construction underneath Second Avenue in the borough of Manhattan. A plan for more than 75 years, the Second Avenue Subway tunnelling contract was awarded to the consortium of Schiavone/Shea/Skanska by the Metropolitan Transportation Authority (MTA) on March 20, 2007. This followed preliminary engineering and a final tunnel design completed by a joint venture between DMJM Harris and Arup. This contract, and the full funding grant agreement with the Federal Transit Administration which was received in November 2007, for Phase I of the project, a newly-built line connected to the BMT 63rd Street Line to 96th Street and 2nd Avenue.

The total cost of the 8.5-mile (13.7 km) line is expected to be over \$17 billion. A ceremonial... 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." When the Boston Elevated Railway Company broke ground for the Cambridge Subway in May

1909, its intention was to provide the cities of Boston and Cambridge with the finest and most efficient rapid-transit system of the time. Other cities, such as New York and Philadelphia, paid close attention, adopting many of the Cambridge Subway's revolutionary design features. The subway became known as the Red Line and eventually extended from Cambridge across the Charles River through Boston, serving Dorchester, Braintree, and Mattapan. Boston's Red Line: Bridging the Charles from Alewife to Braintree details one of Boston's oldest and busiest subway lines. This nostalgic collection of vintage photographs documents the line's construction and its engineers and leaders, such as Maj. Gen. William A. Bancroft, mayor of Cambridge and president of the Boston Elevated Railway Company. In these pages, watch as crews break ground in Harvard and Andrew Squares and see the 1929 trolleys that replaced Mattapan's commuter train

service. Through exciting, historic photographs, Boston's Red Line: Bridging the Charles from Alewife to Braintree tells the fascinating story of how the Crimson City's subway became the modern Red Line, taking passengers beneath the streets of Boston to landmarks such as Harvard Square, Massachusetts General Hospital, historic Park Street, and the Longfellow Bridge. 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. 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. *Transportation Design* showcases the innovative design work evident in some of today's transportation areas and facilities. Projects include airport terminals, bus and train/subway stations, seaport passenger facilities, bridges and walkways, pedestrian tunnels, and more. Plus, full-color photos, engineering renderings, and informative text show how leading architectural and design firms facilitate the efficient and safe arrival of commuters and recreational travelers. 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. Publisher Description 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.

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Pages: 63. Chapters: Second Avenue Subway, Gateway Project, Access to the Region's Core, World Trade Center, 7 Subway Extension, Fulton Street Transit Center, Cross-Harbor Rail Tunnel, East Side Access, Lower Manhattan - Jamaica/JFK Transportation Project, Staten Island light rail, Dey Street Passageway, Staten

Island Tunnel, 72nd Street, 96th Street, 86th Street, Chatham Square, 42nd Street, 106th Street, 116th Street, 14th Street, 34th Street, 55th Street, 23rd Street, Hanover Square. Excerpt: The Second Avenue Subway (SAS) is a planned rapid transit subway line, part of the New York City Subway system. Phase I, consisting of two miles (3 km) of tunnel and three stations, is currently under construction underneath Second Avenue in the borough of Manhattan. A plan for more than 75 years, the Second Avenue Subway tunnelling contract was awarded to the consortium of Schiavone/Shea/Skanska by the Metropolitan Transportation Authority (MTA) on March 20, 2007. This followed preliminary engineering and a final tunnel design completed by a joint venture between DMJM Harris and Arup. This contract, and the full funding grant agreement with the Federal Transit Administration which was received in November 2007, for Phase I of the project, a newly-built line connected to

the BMT 63rd Street Line to 96th Street and 2nd Avenue. The total cost of the 8.5-mile (13.7 km) line is expected to be over \$17 billion. A ceremonial ground-breaking for the Second Avenue Subway was held on April 12, 2007 and the contractor prepared the initial construction site at 96th Street on April 23, 2007. A tunnel boring machine (TBM) was originally expected to arrive six to eight months after construction began, but the utility relocation and excavation required to create its "launch box" delayed its deployment until May 2010. As of May 2010 the TBM launch box was... Why does New York City have a subway system, and why does it have such an unusual design? Railroad engineers developed its bold and ambitious design in 1891 for the purposes of speed and convenience, above all else. By understanding the original thinking behind the subway, we can see beneath the grit and appreciate the true beauty of the system...and be inspired to build even bigger and better

things in the future. The subway possesses a combination of design elements that make it unequalled among the world's major rapid transit systems. The pillars of the system's design are the high-speed right-of-way and trains, being underground but close to the surface, having extensive four-track mainlines with all tracks on the same level, and providing bi-directional local and express service. In 1903 the Philadelphia Rapid Transit Company broke ground on an ambitious project, to create the City of Brotherly Love's first high speed rail system. When it opened on March 4, 1907, the Market Street Subway-Elevated Line was greeted with acclaim. Running from the suburbs of West Philadelphia on elevated tracks, trains ducked underground to reach the city center. The line would be joined by the Frankford Elevated in 1922, and merged into today's Market-Frankford Line, now operated by the Southeastern Pennsylvania Transportation Authority (SEPTA). Originally printed in

1907 to celebrate the opening of the subway line, Philadelphia's Rapid Transit include descriptive text, and dozens of rare photos showing the men who built the line. The book provides a fascinating glimpse into the construction and design of one of the nation's earliest municipal railway systems. This reprint has been slightly reformatted, but care has been taken to preserve the integrity of the text. Developments in Geographic Information Technology have raised the expectations of users. A static map is no longer enough; there is now demand for a dynamic representation. Time is of great importance when operating on real world geographical phenomena, especially when these are dynamic. Researchers in the field of Temporal Geographical Information Systems (TGIS) have been developing methods of incorporating time into geographical information systems. Spatio-temporal analysis embodies spatial modelling, spatio-temporal

modelling and spatial reasoning and data mining. Advances in Spatio-Temporal Analysis contributes to the field of spatio-temporal analysis, presenting innovative ideas and examples that reflect current progress and achievements. A delightful collection of quirky faces, figures, and creatures that adorn New York City buildings. This gift-sized and attractively priced book for architecture buffs features more than two hundred imaginative sculptural details, from the domestic to the fantastic, with a brief introduction and contextual photos to show the building on which each ornament appears, the addresses, and transportation information. Contains the complete contents of King's Faces in Stone and Animals in Stone, available for the first time in one decisive volume. "Taken from a collection of papers presented at the prestigious 2010 North American Tunneling Conference"--p. [4] of cover. 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. The so-called fourth dimension of a metropolis is the underground space beneath a city which typically includes structures such as tunnels, which facilitate transport and provide gas, water and other supplies. Underground space may also be utilised for living, working and recreational facilities and industrial storage. These volumes focus on underground 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.

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- [New Yorks Underground Art Museum](#)
- [Design For A Three track](#)

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