

The New York Subway System Building History Series

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How Did New York's Trains Get so Bad? | NYT The WORST Subway Stations in New York City! The New York Subway System

New York Subway system transports over 5 million passengers every weekday and about 3 million passengers each day on the weekend. This site has the official subway maps, line maps, train and station information, MTA Twitter, MTA contact information, Metrocards, subway safety and popular tourist destinations.

New York Subway System: Maps, Schedules and NYC Travel ...

New York City Subway History. Alfred

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Ely Beach built the first demonstration for an underground transit system in New York City in 1869 and... Lines and routes. Many rapid transit systems run relatively static routings, so that a train "line" is more or less... Stations. Out of the 472 stations, 470 ...

New York City Subway - Wikipedia
The New York City Subway map. This map shows regular service. Night Map. A view of how the subway system runs overnights. Accessible Stations Highlighted Map. The subway map with accessible stations highlighted. Large Print Map. The standard subway map with larger labels and station names.

Maps | MTA

Other large, train-based transportation systems exist in this area that you might confuse with the New York subway

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include the following: AirTrain

JFK/Newark Amtrak Long Island Rail Road (LIRR) Metro-North Railroad New Jersey Transit Port Authority Trans-Hudson (PATH)

The Absolute Beginner's Guide to the New York Subway

On this day in 1904, the glinting New York City witnessed the opening of its first subway, a rapid transit system that gave a faster and an easier way of commute to thousands of New Yorkers. At 2:35 pm, the then-mayor of the city George McClellan, who was an engineer by profession, took control of the inaugural run of the subway.

New York City subway opened on this day in 1904; read ...

New York Subway Map: Latest Updated Version May 23, 2018 March 4, 2019

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dnsdr 39081 Views nyc , subway map

This is the latest NYC subway map with all recent system line changes, station updates and route modifications.

New York Subway Map: Latest Version with Line and Station ...

The New York City Subway is a rapid transit system that serves four of the five boroughs of New York City, New York: the Bronx, Brooklyn, Manhattan, and Queens. Its operator is the New York City Transit Authority (NYCTA), which is controlled by the Metropolitan Transportation Authority (MTA) of New York.

History of the New York City Subway - Wikipedia

The New York City Subway map is an anomaly among subway maps around the world, in that it shows city streets, parks,

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and neighborhoods juxtaposed among curved subway lines, whereas other subway maps (like the London Underground map) do not show such aboveground features and show subway lines as straight and at 45- or 90-degree angles.

New York City Subway map - Wikipedia
As you can see, no subway line ever leaves New York and no physical subway connection exists from Staten Island to the rest of the subway system. Unlike many other subway systems around the world, there are no zones because you pay the same fare regardless of how far or how long your trip is.

NYC Subway Guide - Subway Map, Lines and Services

When New York's first subway system opened in 1904, Mayor George B.

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McClellan was supposed to ceremonially start the train, then turn over control to a professional motorman. However, the mayor...

33 Facts About The New York City Subway That You Probably ...

The New York City Subway is a rapid transit system in New York City, United States. Opened in October 1904 makes it one of the oldest metro systems in the world. System consists of 29 lines and 463 stations. System covers The Bronx, Brooklyn, Manhattan and Queens.

New York City Subway Map | Metro Line Map

The London Underground has become one of the world's most reliable and innovative metro systems, while in New York a state of emergency was declared in 2017 as the subway system achieved the...

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A tale of two metros: how the London tube beat the New ...

Riding the subway costs \$2.75 for most riders. People with disabilities or who are 65 or older are eligible for a reduced fare. An unlimited ride MetroCard can save you money. These give you unlimited swipes for a certain length of time.

Everything you need to know about transit fares and tolls ...

New Yorkers don't call the train lines by their colors, so make sure you are choosing the subway line that you need by letter or number. That's because even though the blue line shows lines A, C, and E, these train routes eventually split up and you may end up somewhere completely different from where you intended to go. 3.

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How to Use the NYC Subway | 8 Tips to Navigate Like a Pro

The practical and technological needs that created New York's subway system impacts nearly everyone that lives in the city. As New Yorkers switch to new ways to pay, those who can pay will. Those who can't are left at home.

Subway History: How OS/2 Powered The NYC Subway For Decades

If more riders can get fare refunds the same way Volpe did, it would mark the first time in the subway's 115-year history that straphangers could get restitution for unreliable train service. It's...

MTA's OMNY system allows refund for poor NYC subway ...

New York City's subway and bus systems have a low risk for spreading the coronavirus to people during their

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commutes, according to a new report from a national association of transit agencies reviewed by The Wall Street Journal.

Report: NYC Subway Low Risk for
Coronavirus | Newsmax.com

The New York City subway system has been an iconic representation of American metropolitan transportation since its opening in 1904.

History of the New York City Subway |
Go New York Tours

In his first book, New York photographer Matthew Beck (born 1986) focuses on the unveiling of this previously unseeable image by following it into the depths of the New York City subway.

*Includes pictures *Includes accounts of

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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

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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

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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

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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

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events, you will learn about the New York City subway like never before.

A book with 260 full-color illustrations offers an intriguing history of how the chaotic hodge-podge of signs littering the New York City Subway System was standardized thanks in part to a little font called Helvetica.

Discusses the history of the New York City subway system.

Traces the history of the development of the New York City subway system at the beginning of the twentieth century.

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

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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.

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.

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

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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

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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.

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.

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

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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

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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.

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.

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