



Subway Cars Of The Bmt

William D. Middleton



Subway Cars Of The Bmt:

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New York Subways Gene Sansone, 2004-11-29 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 *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 New York MTA Purchase of Canadian Subway Cars United States. Congress. Senate. Committee on Finance,1982 **The Wheels That Drove New York** Roger P. Roess,Gene Sansone,2012-08-23 The Wheels That Drove New York tells the fascinating story of how a public transportation system helped transform a small trading community on the southern tip of Manhattan island to a world financial capital that is home to more than 8 000 000 people From the earliest days of horse drawn conveyances to the wonders of one of the world s largest and most efficient subways the story links the developing history of the City itself to the growth and development of its public transit system Along the way the key role of played by the inventors builders financiers and managers of the system are highlighted New York began as a fur trading outpost run by the Dutch West India Company established after the discovery and exploration of New York Harbor and its great river by Henry Hudson It was eventually taken over by the British and the magnificent harbor provided for a growing center of trade Trade spurred industry initially those needed to support the shipping industry later spreading to various products for export When DeWitt Clinton built the Erie Canal which linked New York Harbor to the Great Lakes New York became the center of trade for all products moving into and out of the mid west As industry grew New York became a magnet for immigrants seeking refuge in a new land of opportunity The City s population continued to expand Both water and land barriers however forced virtually the entire population to live south of what is now 14th Street Densities grew dangerously and brought both disease and conflict to the poorer quarters of the Five Towns To expand the City needed to conquer land and water barriers primarily with a public transportation system By the time of the Civil War the City was at a breaking point The horse drawn public conveyances that had provided all of the public transportation services since the 1820 s needed to be replaced with something more effective and efficient First came the elevated railroads initially powered by steam engines With the invention of electricity and the electric traction motor the elevated s were electrified and a trolley system emerged Finally in 1904 the City opened its first subway From there the City s growth to northern Manhattan and to the outer boroughs of Brooklyn Queens and the Bronx exploded The Wheels That Drove New York takes us through the present day and discusses the many challenges that the transit system has had to face over the years It also traces the conversion of the system from fully private operations through the elevated railways to the fully public system that exists today and the problems that this transformation has created along the way Metropolitan Railways William D. Middleton,2003 Metropolitan Railways is a large scale illustrated volume that deals with the growth and development of urban rail transit systems in North America Building Chicago's Subways David Sadowski,2018-10-01 Take a trip underground and see how Chicago s I Will spirit overcame challenges and persevered to help with the successful building of the subways that move millions today While the elevated Chicago Loop is justly famous as a symbol of the city the fascinating history of its subways is less well known The City of Chicago broke ground on what would become the Initial System of Subways during the Great Depression and finished 20 years later This gigantic construction project a part of the New Deal

overcame many obstacles while tunneling through Chicago's soft blue clay under congested downtown streets and even beneath the mighty Chicago River Chicago's first rapid transit subway opened in 1943 after decades of wrangling over routes financing and logistics It grew to encompass the State Street Dearborn Milwaukee and West Side Subways with the latter modernizing the old Garfield Park L into the median of Chicago's first expressway Building Chicago's subways was national news and a matter of considerable civic pride making it a Second City no more

Subway Environmental Design Handbook Transit Development Corporation, 1975 New Subways, a Business Solution Joseph C. Freehoff, 1925 **From a Nickel to a Token** Andrew J. Sparberg, 2014-11-03 A fascinating micro history of NYC's subway system from LaGuardia's public works achievements in 1940 to the creation of the MTA in 1968 In 1940 New York Mayor Fiorello LaGuardia realized an ambitious plan to modernize the city's public transit He eliminated streetcars demolished old elevated lines and unified the subway systems From then on the IRT BMT and IND became one system under public control And by 1968 that system had transformed again into the Metropolitan Transit Authority From LaGuardia to Lindsay mayors were desperate to appease voters elected officials transit management and labor leaders Meanwhile the tumult of a changing America manifested in labor disputes economic pressures and civil rights protests Though great efforts were made to keep prices down the sacred nickel fare barrier was eventually broken By 1968 a ride cost twenty cents Featuring many photos never before published From a Nickel to a Token deftly captures four decades and five boroughs of grit chaos egos and emotions in the unending saga of New York's subway system

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