

Grand Central Terminal 100 Years Of A New York La

Moody's Manual of Investments and Security Rating Service .1926

Moody's Manual of Investments John Sherman Porter.1927 American government securities); 1928-53 in 5 annual vols.: [v.1] Railroad securities (1928-53. Transportation); [v.2] Industrial securities; [v.3] Public utility securities; [v.4] Government securities (1928-54); [v.5] Banks, insurance companies, investment trusts, real estate, finance and credit companies (1928-54)

The Commercial & Financial Chronicle1915

Grand Central Terminal and Rockefeller Center James Marston Fitch,Diana S. Waite.1974

Grand Central Terminal and Penn Station: Statuary and Sculptures David D. Morrison .2019 Opened in 1913, Grand Central Terminal is a world-famous landmark building with a magnificent 48-foot-high, 1,500-ton statuary group on top of the main facade. Designed by sculptor Jules-Felix Coutan, a 13-foot-wide Tiffany clock serves as the centerpiece. The figure above the clock is Mercury, with Hercules to the left and Minerva to the right. In the late 1990s, a historic restoration was performed on the terminal after which two cast-iron eagle statues were placed over entrances at Lexington Avenue and Forty-Second Street/Vanderbilt Avenue. These eagles were from the 1898 Grand Central Station building that was demolished in 1910 to make room for the construction of the new Grand Central Terminal structure. Penn Station, which opened in 1910, covered two full city blocks and had statuary groups, designed by sculptor Adolph Weinman, on all four sides of the building. After Penn Station was demolished in the mid-1960s, the statuary was dispersed throughout various locations, mainly in the Northeast.--Back cover.

Grand Central Terminal, 71-105 East 42nd Street, Borough of Manhattan New York (N.Y.).

Landmarks Preservation Commission.1967

American Lumberman .1914

Railway Age .1928

Grand Central Terminal Kurt C. Schlichting.2001-03-12 Grand Central Terminal, one of New York City's preeminent buildings, stands as a magnificent Beaux-Arts monument to America's Railway Age, and it remains a vital part of city life today. Completed in 1913 after ten years of construction, the terminal became the city's most important transportation hub, linking long-distance and commuter trains to New York's network of subways, elevated trains, and streetcars. Its soaring Grand Concourse still offers passengers a majestic gateway to the wonders beyond 42nd Street. In *Grand Central Terminal*, Kurt C. Schlichting traces the history of this spectacular building, detailing the colorful personalities, bitter conflicts, and Herculean feats of engineering that lie behind its construction. Schlichting begins with Cornelius Vanderbilt—The Commodore—whose railroad empire demanded an appropriately palatial passenger terminal in the heart of New York City. Completed in 1871, the first Grand Central was the largest rail facility in the world and yet—cramped and overburdened—soon proved thoroughly inadequate for the needs of this rapidly expanding city. William Wilgus, chief engineer of the New York Central Railroad, conceived of a new Grand Central Terminal, one that would fully meet the needs of the New York Central line. Grand Central became a monument to the creativity and daring of a remarkable age. The terminal's construction proved to be a massive undertaking. Before construction could begin, more than 3 million cubic yards of rock and earth had to be removed and some 200 buildings demolished. Manhattan's exorbitant real estate prices necessitated a vast, two-story underground train yard, which in turn required a new, smoke-free electrified rail system. The project consumed nearly 30,000 tons of steel, three times more than that in the Eiffel Tower, and two power plants were built. The terminal building alone cost \$43 million in 1913, the equivalent of nearly \$750 million today. Some of these costs were offset by an ambitious redevelopment project on property above the New

York Central's underground tracks. Schlichting writes about the economic and cultural impact of the terminal on midtown Manhattan, from building of the Biltmore and Waldorf-Astoria Hotels to the transformation of Park Avenue. Schlichting concludes with an account of the New York Central's decline; the public outcry that prevented Grand Central's new owner, Penn Central, from following through with its 1969 plan to demolish or drastically alter the terminal; the rise of Metro-North Railroad; and the meticulous 1990s restoration project that returned Grand Central Terminal to its original splendor. More than a history of a train station, this book is the story of a city and an age as reflected in a building aptly described as a secular cathedral.

Grand Central Terminal, New York City Albert Carpenter Kalmbach.19??

Post Office Appropriation Bill, 1932 United States. Congress. House. Committee on Appropriations.1930

Hearings United States. Congress. House. Committee on Appropriations.1928

Moody's Analyses of Investments and Security Rating Service .1915

Man-Made Wonders of the World DK.2019-10-08 Discover the most incredible man-made wonders, from Stonehenge to Burj Khalifa, with this unparalleled catalog of the most famous and intriguing buildings and monuments created by humans. Man-Made Wonders of the World features a range of structures from buildings to monuments, statues, and bridges, including the Golden Gate Bridge and Hoover Dam. It opens with a foreword by Dan Cruickshank and then takes the reader on a continent-by-continent journey, exploring and charting the innovations, ingenuity, and imagination employed by different cultures to create iconic buildings such as the Great Pyramid of Giza. This truly global approach reveals how humans tackled similar challenges, such as keeping the enemy out, in vastly different parts of the world, from the Great Wall of China to the defensive walls of Central American cities. Illustrations explain how the structures were built, while explanations cover the history, architecture, and unique stories behind their construction. Featuring breathtaking images, Man-Made Wonders of the World is a complete celebration of the world humans have built over thousands of years.

Moody's Manual of Investments: American and Foreign .1927

Merchant Vessels of the United States .1962

Grand Central Terminal Anthony W. Robins,NY Transit Museum.2013-01-22 This new book celebrates the centennial of Grand Central by revealing its history and its secrets--like the romantic Whispering Gallery--and by showcasing 200 photographs of the terminal inside and out, from the Oyster Bar to the grand staircases to the train platforms themselves.--

Grand Central Terminal Ed Stanley.2003 Provides a history of Grand Central Terminal from the mid-nineteenth century to the present, including its construction and architecture, the role played by Cornelius Vanderbilt, and facts about railroads in general.

Inside Grand Central Terminal Kurt Boone,John Sarsgard.2007-06 Inside Grand Central Terminal is a unique story about and written by Kurt Boone--with photography by John Sarsgard--a veteran messenger who rode all 22 major subway lines in a week picking up and delivering critical documents and packages to businesses in New York City. Mr. Boone used Grand Central Terminal as his main location to expedite pick-up and delivery of documents--because at Grand Central Terminal, the subway trains run every few minutes.

Grand Central Terminal Anthony W. Robins,NY Transit Museum.2016-12-13 Packed with extraordinary photos, illustrations, and historical facts, a celebration of the legendary Manhattan rail terminal's first century. Opened in February 1913, Grand Central Terminal—one of the country's great architectural monuments—helped create Midtown Manhattan. Over the next century, it evolved into an unofficial town square for New York. Today, it sits astride Park Avenue at 42nd Street in all its original splendor, attracting visitors by the thousands. This book celebrates Grand Central's Centennial by tracing the Terminal's history and design, and showcasing 200 photographs of its wonders—from the well-trodden Main Concourse to its massive power station hidden ten stories below. The stunning photographs, some archival and some taken by Frank English, official photographer of Metro-North Railroad for more than twenty-five years, capture every corner of this

astounding complex.

Legislative Establishment Appropriation Bill United States. Congress. House. Appropriations.1931

Grand Central Terminal Deborah Nevins,Municipal Art Society of New York.1982 A history of the station covers the selection of its sight and design, its use through the years, and recent attempts to preserve it as an architectural landmark

Baldwin, 100 Years of Locomotive Progress Baldwin Locomotive Works.1931

Merchant Plumber and Fitter .1928

Commercial and Financial Chronicle Bankers Gazette, Commercial Times, Railway Monitor and Insurance Journal .1915

Building Grand Central Terminal Gregory Bilotto, Frank DiLorenzo.2017-05-29 Built in the heart of the Empire City is the world's greatest and most iconic railway terminal. A colossal Beaux-Arts style transport nexus, Grand Central Terminal was completed in 1913 from the legacy of the railroad tycoon Cornelius Vanderbilt. The terminal quickly became vital to travel and today accommodates 750,000 people daily. This book documents the construction of Grand Central Terminal, the former Grand Central Depot (1871) and Grand Central Station (1900), and illuminates the incredible story of the terminal that revolutionized transport, developed Midtown Manhattan, and opened railroad access to suburban areas.

Merchant Vessels of the United States ... (including Yachts) .1951

The Commercial and Financial Chronicle .1915

Lumberman's Review .1926

American Engineer and Railroad Journal .1914

Merchant Vessels of the United States... United States. Coast Guard.1962

Grand Central Terminal, New York City Albert Carpenter Kalmbach.1955

New York Magazine .1993-01-04 New York magazine was born in 1968 after a run as an insert of the New York Herald Tribune and quickly made a place for itself as the trusted resource for readers across the country. With award-winning writing and photography covering everything from politics and food to theater and fashion, the magazine's consistent mission has been to reflect back to its audience the energy and excitement of the city itself, while celebrating New York as both a place and an idea.

Grand Central Terminal Kevin Blake.2017-12-15 At the stroke of midnight on February 2, 1913, Grand Central Terminal opened for business in New York City. At the time, it was the largest and most luxurious station in the world. Throughout the day, more than 150,000 people pushed through its shiny doors. They gasped at the building's size, beauty, and technological wonders. After seeing it, a reporter called it the greatest station, of any type, in the world. Grand Central Terminal traces the incredible story of one of the most beautiful and iconic buildings in the United States. The book describes how the massive train station was built and how it utilized smart design and cutting-edge technology to accommodate millions of travelers. Large color photos, maps, and fact boxes enrich the captivating story. Grand Central Terminal is part of Bearport's American Places series.

Railway Age Gazette .1914

Grand Central John Belle,Maxinne Rhea Leighton.2000 This is the story of Grand Central Terminal in New York City, a remarkable and beautiful building whose birth, survival, and restoration reflect the critical role architecture plays in the expansion of our cities.

Grand Central Terminal .1913

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.

Stati Uniti del Nord Est Luca Colnaghi.

Year Book American Society of Civil Engineers.1917

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