

Subway City Riding Trains Reading

The main purpose of the eleven contributions to this volume is to reconsider and re-assess the role of cores and peripheries in shaping modern socio-technical systems. From this perspective they explore a terrain of highly complex systems mainly operating on the so-called Western model: Railways, telegraphs, motor vehicles and airports were, in fact, all born in classic cores areas in the West and then spread out into the peripheries. The approach in itself is not new, but this volume has managed to bring out interestingly innovative elements and viewpoints. The contributors are not content with the traditional definitions of peripheries and flows, but tend to put them to the test, revise them and eventually offer critiques. The result is a tempering of the monolithic and traditional concept of a one-way transfer. No longer, therefore, a simple and linear act of adoption, but a recourse to adaptation - changes in meaning, use and perception. The volume is a starting point for future explorations on the subject of science and technology studies and takes part in a wider discussion of globalisation, global and transnational history.

L'émergence de la Condition Postmoderne, il y a quelque 30 ans, ne marqua pas la fin de la modernité. Bien au contraire, les débats sur la modernité continuent, en parallèle avec ceux sur la question postmoderne. Les deux débats s'enchevêtrent, en fait, ce qui ne fait que complexifier la question de la modernité. S'y ajoute, depuis quelque temps, la problématique de la globalisation dont les liens avec la modernité sont à élucider. De fait, historiquement nous vivons dans les conséquences de la modernité, qu'il s'agisse de ses acquis positifs ou de ses ratés et risques. Nous sommes ses puînés et avons de la sorte à assumer les conditions de cette nouvelle situation historique. Les auteurs de ce volume relèvent le défi de la tâche qui nous incombe dans cette situation et qui consiste à repenser la modernité aujourd'hui. Il s'agit d'articuler critiques, crises, paradoxes et risques de la modernité; sa mise au pluriel et sa complexification; la possibilité d'une « seconde » modernité. Mais tout cela en restant dans le paradigme moderne qui s'avère être encore efficace, toujours en transit. Dans un cadre résolument interdisciplinaire, ce

volume réunit quatorze études qui abordent la modernité de multiples points de vue : philosophique, politique, sociologique, historique, esthétique, architectural, littéraire.

'Hurry' is an intrinsic component of modernity. It exists not only in tandem with modern constructions of mobility, speed, rhythm, and time-space compression, but also with infrastructures, technologies, practices, and emotions associated with the experience of the 'mobilizing modern'. 'Hurry' is not simply speed. It may result in congestion, slowing-down, or inaction in the face of over-stimulus. Speeding-up is often competitive: faster traffic on better roads made it harder for pedestrians to cross, or for horse-drawn vehicles and cyclists to share the carriageway with motorized vehicles. Focusing on the cultural and material manifestations of 'hurry', the book's contributors analyse the complexities, tensions, and contradictions inherent in the impulse to higher rates of circulation in modernizing cities. The collection includes, but also goes beyond, accounts of new forms of mobility (bicycles, buses, underground trains) and infrastructure (street layouts and surfaces, business exchanges, and hotels) to show how modernity's 'architectures of hurry' have been experienced, represented, and practised since the mid nineteenth century. Ten case studies explore different expressions of 'hurry' across cities and urban regions in Asia, Europe, and North and South America, and substantial introductory and concluding chapters situate 'hurry' in the wider context of modernity and mobility studies and reflect on the future of 'hurry' in an ever-accelerating world. This diverse collection will be relevant to researchers, scholars, and practitioners in the fields of planning, cultural and historical geography, urban history, and urban sociology.

Textbook

The Long Crisis

Transnational Railway Cultures

New Yorkers on the 7 Train

Urban Portraits in Photographic Books

Tokyo in Transit

Dreams and Visions of the Modern Metropolis in Jazz Age Los Angeles

New York Underground

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. c. Book News Inc.

Introducing readers to the far-reaching global orientation that is now taking place in urban China, an international team of contributors describe overarching globalization through a detailed examination of the transformation of the built environment. A range of urban development processes are analyzed including urbanization, real estate development, changing landscapes, the industrial restructuring of the second-tier city, and the formation of the city-region in the context of global and local interactions. In examining city development and local practices as part of globalization processes, the global city is treated as a collection of microcosms and concrete places, overcoming the analytical tension of the dichotomy of the perceived 'East versus West' divide.

Across all the boroughs, *The Long Crisis* shows, New Yorkers helped transform their broke and troubled city in the 1970s by taking the responsibilities of city governance into the private sector and market, steering the process of neoliberalism. Newspaper headlines beginning in the mid-1960s blared that New York City, known as the greatest city in the world, was in trouble. They depicted a metropolis overcome by poverty and crime, substandard schools, unmanageable bureaucracy, ballooning budget deficits, deserting businesses, and a vanishing middle class. By the mid-1970s, New York faced a situation perhaps graver than the urban crisis: the city could no longer pay its bills and was tumbling toward bankruptcy. *The Long Crisis* turns to this turbulent period to explore the origins and implications of the diminished faith in government as capable of solving public problems. Conventional accounts of the shift toward market and private sector governing solutions have focused on the rising influence of conservatives, libertarians, and the business sector. Benjamin Holtzman, however, locates the origins of this transformation in the efforts of city dwellers to preserve liberal commitments of the postwar period. As New York faced an economic crisis that disrupted long-standing assumptions about the services city government could provide, its residents--organized within block associations, non-profits, and professional organizations--embraced an ethos of private volunteerism and, eventually, of partnership with private business in order to save their communities' streets, parks, and housing from neglect. Local liberal and Democratic officials came to see such alliances not as stopgap measures but as legitimate and ultimately permanent features of modern governance. The ascent of market-based policies was driven less by a political assault of pro-market ideologues than by ordinary New Yorkers experimenting with novel ways to maintain robust public services in the face of the city's budget woes. Local people

and officials, *The Long Crisis* argues, built neoliberalism from the ground up, creating a system that would both exacerbate old racial and economic inequalities and produce new ones that continue to shape metropolitan areas today.

Humans of New York meets *Porn for Women* in this collection of candid photos, clever captions, and hilarious hashtags about one of the most important subjects of our time: hot dudes reading. Based on the viral Instagram account of the same name, *Hot Dudes Reading* takes its readers on a ride through all five boroughs of New York City, with each section covering a different subway line. Using their expert photography skills (covert iPhone shots) and journalistic ethics (#NoKindles), the authors capture the most beautiful bibliophiles in all of New York—and take a few detours to interview some of the most popular hot dudes from the early days of the Instagram account. Fun, irreverent, and wittily-observed, this book is tailor-made for book lovers in search of their own happy endings—and those who just want to get lost between the covers for a while.

Riding the New York Subway

Inventing Autopia

The Subway Chronicles

Contesting Globalization

The Building of the Subways and How They Transformed New York

New York, New York, New York

Four Decades of Success, Excess, and Transformation

This book analyzes how the Global Financial Crisis is portrayed in contemporary popular culture, using examples from film, literature and photography. In particular, the book explores why particular urban spaces, infrastructures and aesthetics – such as skyline shots in the opening credits of financial crisis films – recur in contemporary crisis narratives. Why are cities and finance connected in the cultural imaginary? Which ideologies do urban crisis imaginaries communicate? How do these imaginaries relate to the notion of crisis? To consider these questions, the book reads crisis narratives through the lens of myth. It combines perspectives from cultural, media and communication studies, anthropology, philosophy, geography and political economy to argue that the concept of myth can offer new and nuanced insights into the structure and politics of popular financial crisis imaginaries. In so doing, the book also asks if, how and under what conditions urban crisis imaginaries open up or foreclose systematic and political understandings of the Global Financial Crisis as a symptom of the broader process of financialization.

Nicknamed the International Express, the New York City Transit Authority 7 subway line runs through a highly diverse series of ethnic and immigrant neighborhoods in Queens. People from Andean South America, Central America, China, India, Italy, Korea, Mexico, Pakistan, Poland, Romania, and Vietnam, as well as residents of a number of gentrifying blue-collar and industrial neighborhoods, fill the busy streets around the stations. The 7 train is a

microcosm of a specifically urban, New York experience, in which individuals from a variety of cultures and social classes are forced to interact and get along with one another. For newcomers to the city, mastery of life in the subway space is a step toward assimilation into their new home. In *International Express*, the French ethnographer Stéphane Tonnelat and his collaborator William Kornblum, a native New Yorker, ride the 7 subway line to better understand the intricacies of this phenomenon. They also ask a group of students with immigrant backgrounds to keep diaries of their daily rides on the 7 train. What develops over time, they find, is a set of shared subway competences leading to a practical cosmopolitanism among riders, including immigrants and their children, that changes their personal values and attitudes toward others in small, subtle ways. This growing civility helps newcomers feel at home in an alien city and builds what the authors call a "situational community in transit." Yet riding the subway can be problematic, especially for women and teenagers. Tonnelat and Kornblum pay particular attention to gender and age relations on the 7 train. Their portrait of integrated mass transit, including a discussion of the relationship between urban density and diversity, is invaluable for social scientists and urban planners eager to enhance the cooperative experience of city living for immigrants and ease the process of cultural transition.

Down, down, down. Step down below to see the world. A fantastical journey introduces young readers to subway travel. Five children pay the fare, pass through the gates, and zip through the tunnels of subway stations in ten cities around the globe. The trip around the world underscores how travel and cultural connections create community. Back matter includes information about the ten stations mentioned: Atlanta, Cairo, Chicago, London, Mexico City, Moscow, New York City, Stockholm, Tokyo, and Washington, D.C.

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.

Narrating the Global Financial Crisis

Between the Lines

Subwayland

This Train Is Being Held

Urban Imaginaries and the Politics of Myth

The City Beneath Us

How Graffiti Art Became an Urban Crisis in New York City

Robert A. Van Wyck, mayor of the greater city of New York, broke ground for the first subway line by City Hall on March 24, 1900. It took four years, six months, and twenty-three days to build the line from City Hall to West 145th Street in Harlem. Things rarely went that quickly ever again. The Routes Not Taken explores the often dramatic stories behind the unbuilt or unfinished subway lines, shedding light on a significant part of New York City's history that has been almost

completely ignored until now. Home to one of the world's largest subway systems, New York City made constant efforts to expand its underground labyrinth, efforts that were often met with unexpected obstacles: financial shortfalls, clashing agendas of mayors and borough presidents, battles with local community groups, and much more. After discovering a copy of the 1929 subway expansion map, author Joseph Raskin began his own investigation into the city's underbelly. Using research from libraries, historical societies, and transit agencies throughout the New York metropolitan area, Raskin provides a fascinating history of the Big Apple's unfinished business that until now has been only tantalizing stories retold by public-transit experts. The Routes Not Taken sheds light on the tunnels and stations that were completed for lines that were never fulfilled: the efforts to expand the Hudson tubes into a fullfledged subway; the Flushing line, and why it never made it past Flushing; a platform underneath Brooklyn's Nevins Street station that has remained unused for more than a century; and the 2nd Avenue line—long the symbol of dashed dreams—deferred countless times since the original plans were presented in 1929. Raskin also reveals the figures and personalities involved, including why Fiorello LaGuardia could not grasp the importance of subway lines and why Robert Moses found them to be old and boring. By focusing on the unbuilt lines, Raskin illustrates how the existing subway system is actually a Herculean feat of countless political compromises. Filled with illustrations of the extravagant expansion plans, The Routes Not Taken provides an enduring contribution to the transportation history of New York City.

Alex is a baseball player. A great one. His papi is pushing him to go pro, but Alex maybe wants to be a poet. Not that Papi would understand or allow that. Isa is a dancer. She'd love to go pro, if only her Havana-born mom weren't dead set against it...just like she's dead set against her daughter falling for a Latino. And Isa's privileged private-school life—with her dad losing his job and her older brother struggling with mental illness—is falling apart. Not that she'd ever tell that to Alex. Fate—and the New York City subway—bring Alex and Isa together. Is it enough to keep them together when they need each other most?

From the acclaimed creator of Subway Book Review, Between the Lines gloriously takes to the underground and showcases in over 170 interviews what moves us forward—a thrilling ride as unexpected as New York City itself. “Subway Book Review has changed how we look at books.” —Forbes “[Beutter Cohen’s] rosy view of the subway is a refreshing contrast.” —The Cut, New York magazine “Subway Book Review is one of the few purely good things on the internet.” —Esquire For the better part of a decade, Uli Beutter Cohen rode the subway through New York City’s underground to observe society through the lens of our most creative thinkers: the readers of books. Between the Lines is a timely collection of beloved and never-before-published stories that reflect who we are and where we are going. In over 170 interviews, Uli shares nuanced insights into our collective psyche and gives us an invaluable document of our challenges and our potential. Complete with original photography, and countless intriguing book

recommendations, Between the Lines is an enthusiastic celebration of the ways stories invite us into each other's lives, and a call to action for imagining a bold, empathetic future together. Meet Yahdon, who reads Dapper Dan: Made in Harlem and talks about the power of symbols in fashion. Diana shares how Orlando shaped her journey as a trans woman. Saima reads They Say, I Say and speaks about the power of her hijab. Notable New Yorkers open up about their lives and reading habits, including photographer Jamel Shabazz, filmmaker Katja Blichfeld, painter Devon Rodriguez, comedian Aparna Nancherla, fashion editor Lynn Yaeger, playwright Jeremy O. Harris, fashion designer and TV personality Leah McSweeney, designer Waris Ahluwalia, artist Debbie Millman, activist Amani al-Khatahtbeh, and esteemed authors such as Jia Tolentino, Roxane Gay, Ashley C. Ford, Eileen Myles, Min Jin Lee, and many more.

"A lively, immersive history by an award-winning urbanist of New York City's transformation, and the lessons it offers for the city's future"--

A Trip Through New York City's Unbuilt Subway System

Building the New York Subways

Watching the Traffic Go By

The Subway and the City

One Last Stop

Architectures of Hurry—Mobilities, Cities and Modernity

New York City

Thought-provoking case studies on cities, photographs and books
Photographic books are almost as old as photography itself, and the city is one of their first and more recurring themes. Cities have been, and they continue to be, intensely photographed under a wide variety of forms, materialities, intentions and genres. This volume examines how a city can be moulded through the particularities of a photographic book, suggesting how urban portraits configure an overlooked, yet quite specific, photo-textual practice. Ranging from early photography to contemporary works, Paper Cities gathers thought-provoking case studies from several international contexts, providing new insights into art, material culture, history, heritage and memory, while simultaneously illuminating the debate on cities, photographs and books.

Contributors: Steven Jacobs (Ghent University), Simon Dell (University of East Anglia), Hugh Campbell (University College Dublin), Steven Humblet (LUCA School of Arts), Chris Balaschak (Flagler College), Annarita Teodosio (University of Salerno), Cecile Laly (Université Paris I), Mónica Pacheco (University College London), Douglas Klahr (University of Texas), Johanna M. Blokker (Bamberg University), Philip Goldswain (University of Western Australia).

Traces the development of the subway from its inception to its decline as an overcrowded and dangerous part of city life - Explores how it has been represented in film and art - Gives women's experiences of the subway - Examines the city's racial tensions - Skyscrapers - Spatial layout of the city - Urban space.

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

Relates the sights and sounds of a subway ride through the boroughs of New York City.

An Outsider's Inside View

Reading Contemporary African American Drama

Encyclopedia of Urban Studies

The New York City Subway System

Painting at the Threshold

The Story of the Great Subway Expansion That Saved New York

Subway City Riding the Trains, Reading New York Rutgers University Press

Since the advent of train travel, railways have compressed space and crossed national boundaries to become transnational icons, evoking hope, dread, progress, or obsolescence in different cultural domains. Spanning five continents and a diverse range of contexts, this collection offers an unprecedentedly broad survey of global representations of trains. From experimental novels to Hollywood blockbusters, the works studied here chart fascinating routes across a remarkably varied cultural landscape.

Take a trip around the world on a subway train. A fantastical journey introduces young readers to subway travel through ten different cities around the globe. Five children pay the fare, enter the gates, and zip down the tunnels of the subway stations. Playful, rhyming text paired with vivid digital collage makes for a fun and unique way for readers to explore travel. This trip around the world shows readers how travel and cultural connections create community. Back matter includes information about the ten stations mentioned: Atlanta, Cairo, Chicago, London, Mexico City, Moscow, New York City, Stockholm, Tokyo, and Washington, D.C.

The Routledge Handbook of Graffiti and Street Art integrates and reviews current scholarship in the field of graffiti and street art. Thirty-seven original contributions are organized around four sections: History, Types, and Writers/Artists of Graffiti and Street Art; Theoretical Explanations of Graffiti and Street Art/Causes of Graffiti and Street Art; Regional/Municipal Variations/Differences of Graffiti and Street Art; and, Effects of Graffiti and Street Art. Chapters are written by experts from different countries throughout the world and their expertise spans the fields of American Studies, Art Theory, Criminology, Criminal justice, Ethnography, Photography, Political Science, Psychology, Sociology, and Visual Communication. The Handbook will be of interest to researchers, instructors, advanced students, libraries, and art gallery and museum curators. This book is also accessible to practitioners and policy makers in the fields of criminal justice, law enforcement, art history, museum studies, tourism studies, and urban studies as well as members of the news media. The Handbook includes 70 images, a glossary, a chronology, and the electronic edition will be widely hyperlinked.

My Subway Ride

New York City and the Path to Neoliberalism

The Invention of the Modern Passenger

A Historical Perspective on Mobilities between Cores and Fringes

722 Miles

Subway Ride

Stories from the Underground

This work examines the challenges faced by those wishing to develop progressive

visions of transparent global governance and civil society. It traces the history and development of the institutions of global governance as well as the emergence of the anti-globalization movement.

This title was first published in 2003. Suburbanizing the Masses examines how collective forms of transport have contributed to the spatial and social evolution of towns and cities in various countries since the mid nineteenth century. Divided into two sections, the volume develops first the classic tradition on transport and the city, public transport's 'impact' on urban development. The contextualisation of transport is one important factor in the historical debates surrounding urban development. As well as analysing the discourse employed by urban political and business elites in favour of public transport, these contributions show the degree to which practice often fell short of ideals. The second section tackles the professional paradigms of urban transport: the circulation of traffic in cities and the technological modes appropriate to its realization. In particular these contributions explore the paradigms held by professional planners and managers, and the political classes associated with them. From a variety of perspectives Suburbanizing the Masses demonstrates the continuing relevance of socio-historical inquiry on the relationship between public transport and urban development. By differentiating between the many roles of urban transport in the nineteenth century, it confirms that public transport was not directly linked to urban growth, and instead often had only a limited effect on the wider urban structure. Suburbanizing the Masses forces a reassessment of the received historiography that maintains cheap public transport was essential to the spectacular growth of cities in the nineteenth century.

A history of New York subway passengers as they navigated the system's constraints while striving for individuality, or at least a smooth ride. When the subway first opened with much fanfare on October 27, 1904, New York became a city of underground passengers almost overnight. In this book, Stefan Höhne examines how the experiences of subway passengers in New York City were intertwined with cultural changes in urban mass society throughout the twentieth century. Höhne argues that underground transportation--which early passengers found both exhilarating and distressing--changed perceptions, interactions, and the organization of everyday life.

This book examines the portrayal of themes of boundary crossing, itinerancy, relocation, and displacement in US genre paintings during the second half of the long nineteenth century (c. 1860-1910). Through four diachronic case studies, the book reveals how the high-stakes politics of mobility and identity during this period informed the production and reception of works of art by Eastman Johnson (1824-1906), Enoch Wood Perry, Jr. (1831-1915), Thomas Hovenden (1840-95), and John Sloan (1871-1951). It also complicates art history's canonical understandings of genre painting as a category that seeks to reinforce social hierarchies and emphasize more rooted connections to place by, instead, privileging portrayals of social flux and geographic instability. The book will be of interest to scholars working in art history, literature, American studies, and cultural geography.

Routledge Handbook of Graffiti and Street Art

Adventures in the World Beneath New York

Hot Dudes Reading

Modernité en transit - Modernity in transit

Globalization and the Chinese City

*Trains in Music, Literature, Film, and Visual Art
Mobility and Identity in US Genre Painting*

"Flat-out one of the most interesting books I've read in years. To say that a book about California might rank with Kevin Starr's *Americans and the California Dream* or Mike Davis' *City of Quartz* is dangerously high praise, but I think Axelrod's book may someday be in that league."—John Ganim, University of California, Riverside

"Inventing Autopia thoughtfully weaves together planning and policy history with cultural history to great effect. It is sure to change our understanding of the ways in which Los Angeles not only grew and developed but envisioned itself in the era."—William Deverell, author of *Whitewashed Adobe: The Rise of Los Angeles and the Remaking of Its Mexican Past*

Some seven million people board the New York City subway every day, each one with a story to tell. *The Subway Chronicles* collects twenty-seven of the tales, dramas and comedies that unfold during the daily commute. From the "mole people" living in the subway tunnels, to the transit employees working behind the scenes, to the locals and tourists riding shoulder-to-shoulder in harmony, discord, or indifference, *The Subway Chronicles* offers a kaleidoscope of perspectives on this most public of spaces. Prominent New York writers weigh in: Jonathan Lethem confesses his childhood subway sins Colson Whitehead offers mass-transit tips for newcomers to the city Francine Prose recalls the thrill and apprehension of riding alone as a teenage girl Calvin Trillin pokes fun at the classic New York tendency to be skeptical about everything Stan Fischler delights in memories of riding the open-air train cars to Coney Island as a boy Equal parts hilarious, poignant, and heartbreaking, *The Subway Chronicles* is a journey into New York's underground with some of today's most loved writers.

This work discusses literary depictions of mass transit in 20th century Tokyo in the decades preceding WWII. It cuts across literary and historical/sociological analysis, and contributes to the growing body of work examining Japanese urbanism, gender, and modernism.

***INSTANT NEW YORK TIMES BESTSELLER* *INSTANT USA TODAY BESTSELLER*
*INSTANT #1 INDIE BESTSELLER*** From the New York Times bestselling author of *Red, White & Royal Blue* comes a new romantic comedy that will stop readers in their tracks... For cynical twenty-three-year-old August, moving to New York City is supposed to prove her right: that things like magic and cinematic love stories don't exist, and the only smart way to go through life is alone. She can't imagine how waiting tables at a 24-hour pancake diner and moving in with too many weird roommates could possibly change that. And there's certainly no chance of her subway commute being anything more than a daily trudge through boredom and electrical failures. But then, there's this gorgeous girl on the train. Jane. Dazzling, charming, mysterious, impossible Jane. Jane with her rough edges and swoopy hair and soft smile, showing up in a leather jacket to save August's day when she needed it most. August's subway crush becomes the best part of her day, but pretty soon, she discovers there's one big problem: Jane doesn't just look like an old school punk rocker. She's literally displaced in time from the 1970s, and August is going to have to use everything she tried to leave in her own past to help her. Maybe it's time to start believing in some things, after all. Casey McQuiston's *One Last Stop* is a magical, sexy, big-hearted romance where the impossible becomes possible as August does everything in her power to save the girl lost in time. "A dazzling romance, filled with plenty of humor and heart." - Time Magazine, "The 21 Most Anticipated Books of 2021" "Dreamy, other worldly, smart, swoony,

thoughtful, hilarious - all in all, exactly what you'd expect from Casey McQuiston!" - Jasmine Guillory, New York Times bestselling author of *The Proposal* and *Party for Two*

Suburbanizing the Masses

International Express

Space and Place in the World Economy

The Routes Not Taken

Peripheral Flows

Imagining New York City

Paper Cities

Using examples from architecture, film, literature, and the visual arts, this wide-ranging book examines the significance of New York City in the urban imaginary between 1890 and 1940. In particular, Imagining New York City considers how and why certain city spaces—such as the skyline, the sidewalk, the slum, and the subway—have come to emblemize key aspects of the modern urban condition. In so doing, Christoph Lindner also considers the ways in which cultural developments in the late nineteenth and early twentieth centuries set the stage for more recent responses to a variety of urban challenges facing the city, such as post-disaster recovery, the renewal of urban infrastructure, and the remaking of public space.

Acknowledges the graffiti commonly found on the streets and trains of New York City as an expressive urban art form, and provides a history of the practice from the 1960s to the present.

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.

*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"*

Literature, Urbanism, and the Visual Arts, 1890-1940

Taking the Train

Japanese Culture on the Rails and Road

Tunneling to the Future

Fragments of History, Fragments of Self

Public Transport and Urban Development in Historical Perspective

Riding the Trains, Reading New York

As twentieth-century city planners invested in new transportation systems to deal with urban growth, they ensured that the automobile rather than mass transit would dominate transportation. Combining an exploration of planning documents, sociological studies, and popular culture, Paul Fotsch shows how our urban infrastructure developed and how it has shaped American culture ever since. *Watching the Traffic Go By* emphasizes the narratives underlying our perceptions of innovations in transportation by looking at the stories we have built around these innovations. Fotsch finds such stories in the General Motors "Futurama" exhibit at the 1939 World's Fair, debates in *Munsey's* magazine, films such as *Double Indemnity*, and even in footage of the O. J. Simpson chase along Los Angeles freeways. Juxtaposed with contemporaneous critiques by Lewis Mumford, Theodor Adorno, and Max Horkheimer, Fotsch argues that these narratives celebrated new technologies that fostered stability for business and the white middle class. At the same time, transportation became another system of excluding women and the poor, especially African Americans, by isolating them in homes and urban ghettos. A timely, interdisciplinary analysis, *Watching the Traffic Go By* exposes the ugly side of transportation politics through the seldom-used lens of popular culture.

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 the art it has inspired throughout the years.

Celebrating a Century

Art and the Subway

Transportation and Isolation in Urban America

Scenes from Life in New York

Subway City