



# *Grand Central Terminal*

Railroads, Engineering,  
and Architecture in  
New York City

KURT C. SCHLICHTING

# Grand Central Terminal Railroads Engineering And Architecture In New York City

**Frederick Dalzell**



## **Grand Central Terminal Railroads Engineering And Architecture In New York City:**

**Grand Central Terminal** Kurt C. Schlichting, 2021-04-27 Looks behind the facade to see the hidden engineering marvels will deepen anyone's appreciation for New York's most magnificent interior space The New York Times Book Review Winner of the Professional Scholarly Publishing Award in Architecture from the Association of American Publishers 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 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's Engineer* Kurt C. Schlichting, 2012-03-14 Few people have had as profound an impact on the history of New York City as William J Wilgus As chief engineer of the New York Central Railroad Wilgus conceived the Grand Central Terminal the city's magnificent monument to America's Railway Age Kurt C Schlichting here examines the remarkable career of this innovator revealing how his tireless work moving people and goods over and under Manhattan Island's surrounding waterways forever changed New York's bustling transportation system After his herculean efforts on behalf of Grand Central the most complicated construction project in New York's history Wilgus turned to solving the city's transportation quandary Manhattan the financial commercial and cultural hub of the United States in the twentieth century was separated from the mainland by two major rivers to the west and east a deep water estuary to the south and the Harlem River to the north Wilgus believed that railroads and mass transportation provided the answer to New York City's complicated geography His ingenious ideas included a freight subway linking rail facilities in New Jersey with manufacturers and shippers in Manhattan a freight and passenger tunnel connecting Staten Island and Brooklyn and a belt railway interconnecting sixteen private railroads serving the metropolitan area Schlichting's deep passion for Wilgus and his engineering achievements are evident in the pages of this fascinating work Wilgus was a true pioneer and Schlichting ensures that his brilliant contributions to New York City's transportation system will not be forgotten 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

*Building Grand Central Terminal* Gregory Bilotto, Frank DiLorenzo, 2017-05-29 The history of Grand Central Terminal from construction to world famous landmark and its influence on the New York City community surrounding it 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

**Supreme City** Donald L. Miller, 2015-05-19 An award winning historian surveys the astonishing cast of characters who helped turn Manhattan into the world capital of commerce communication and entertainment 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 astonishing complex Grand Central's Engineer Kurt C. Schlichting, 2012-05-01 Few people have had as profound an impact on the history of New York City as William J Wilgus As chief engineer of the New York Central Railroad Wilgus conceived the Grand Central Terminal the city s magnificent monument to America s Railway Age Kurt C Schlichting here examines the remarkable career of this innovator revealing how his tireless work moving people and goods over and under Manhattan Island s surrounding waterways forever

changed New York's bustling transportation system. After his herculean efforts on behalf of Grand Central, the most complicated construction project in New York's history, Wilgus turned to solving the city's transportation quandary. Manhattan, the financial, commercial, and cultural hub of the United States in the twentieth century, was separated from the mainland by two major rivers to the west and east, a deep water estuary to the south, and the Harlem River to the north. Wilgus believed that railroads and mass transportation provided the answer to New York City's complicated geography. His ingenious ideas included a freight subway linking rail facilities in New Jersey with manufacturers and shippers in Manhattan, a freight and passenger tunnel connecting Staten Island and Brooklyn, and a belt railway interconnecting sixteen private railroads serving the metropolitan area. Schlichting's deep passion for Wilgus and his engineering achievements are evident in the pages of this fascinating work. Wilgus was a true pioneer, and Schlichting ensures that his brilliant contributions to New York City's transportation system will not be forgotten. Praise for Schlichting's *Grand Central Terminal*: *Grand Central Terminal is celebrated for its Beaux Arts style, but Kurt C. Schlichting looks behind the facade to see the hidden engineering marvels.* *New York Times Book Review*. His study peels away our contemporary expectations and experiences and reveals the layers of history and acts of men that served as the foundation for this great structure. *H. Urban*. *H. Net Review*. The most detailed account yet of one of the most important events in the history of 20th-century architecture, railroad development, and city building. *Choice*. In his detailed accounts of the fiscal, stylistic, and engineering decisions that went into the creation of Grand Central Terminal, Schlichting clearly shows both how energetic and talented all of the people involved were and how dramatically they altered this central portion of New York City. *Journal of the Society of Architectural Historians*. Ably tells the story of the New York rail system's most active and visible symbol, the architectural and engineering masterpiece with its grand public concourse in the heart of Midtown New Scientist.

**Encyclopedia of Twentieth Century Architecture** R. Stephen Sennott, 2004. For more information, including the introduction, a full list of entries and contributors, a generous selection of sample pages, and more, visit the *Encyclopedia of 20th Century Architecture* website. Focusing on architecture from all regions of the world, this three-volume set profiles the twentieth century's vast chronicle of architectural achievements both within and well beyond the theoretical confines of modernism. Unlike existing works, this encyclopedia examines the complexities of rapidly changing global conditions that have dispersed modern architectural types, movements, styles, and building practices across traditional geographic and cultural boundaries.

**Pop Culture Places** Gladys L. Knight, 2014-08-11. This three-volume reference set explores the history, relevance, and significance of pop culture locations in the United States, places that have captured the imagination of the American people and reflect the diversity of the nation. *Pop Culture Places: An Encyclopedia of Places in American Popular Culture* serves as a resource for high school and college students as well as adult readers that contains more than 350 entries on a broad assortment of popular places in America. Covering places from Ellis Island to Fisherman's Wharf, the entries reflect the tremendous variety of sites, historical and

modern emphasizing the immense diversity and historical development of our nation Readers will gain an appreciation of the historical social and cultural impact of each location and better understand how America has come to be a nation and evolved culturally through the lens of popular places Approximately 200 sidebars serve to highlight interesting facts while images throughout the book depict the places described in the text Each entry supplies a brief bibliography that directs students to print and electronic sources of additional information

**New Yorks Pennsylvania Stations** Hilary Ballon,Norman McGrath,2002-06-04 This book recounts the heroic story of a public landmark the masterpiece by McKim Mead White that opened in 1910 its tragic demolition in the 1960s and the dazzling new station by Skidmore Owings Merrill due to open in 2005

[Building the Metropolis](#) Alexander Wood,2025-01-10 A sweeping history of New York that chronicles the construction of one of the world s great cities Between the 1880s and the 1930s New York City experienced explosive growth as nearly a million buildings dozens of bridges and tunnels hundreds of miles of subway lines and thousands of miles of streets were erected to meet the needs of an ever swelling population This landscape jagged with skyscrapers rattling with the sound of mass transit alive with people made the city world famous Building the Metropolis offers a revelatory look at this era of urban development by asking Who built New York and how Focusing on the work of architects builders and construction workers Alexander Wood chronicles the physical process of the city s rapid expansion New York s towering buildings and busy thoroughfares aren t just stylish or structural marvels Wood shows but the direct result of the many colorful personalities who worked in one of the city s largest industries This development boom drew on the resources of the whole community and required money political will creative vision entrepreneurial drive skilled workmanship and hard physical labor Wood shows this to be an even larger story as well As cities became nodes in a regional national and global economy the business of construction became an important motor of economic political and social development While they held drastically different views on the course of urban growth machine politicians reformers and radicals alike were all committed to city building on an epic scale Drawing on resources that include city archives and the records of architecture firms construction companies and labor unions Building the Metropolis tells the story of New York in a way that s epic lively and utterly original

*Engineering Invention* Frederick Dalzell,2009-09-25 The technological breakthroughs and entrepreneurial adventures of Frank J Sprague during the transformative years of the early electrical industry Over the course of a little less than twenty years inventor Frank J Sprague 1857 1934 achieved an astonishing series of technological breakthroughs from pioneering work in self governing motors to developing the first full scale operational electric railway system all while commercializing his inventions and promoting them and himself as their inventor to financial backers and the public In *Engineering Invention* Frederick Dalzell tells Sprague s story setting it against the backdrop of one of the most dynamic periods in the history of technology In a burst of innovation during these years Sprague and his contemporaries Thomas Edison Nicolas Tesla Elmer Sperry George Westinghouse and others transformed the technologies of electricity and

reshaped modern life After working briefly for Edison Sprague started the Sprague Electric Railway and Motor Company designed and built an electric railroad system for Richmond Virginia sold his company to Edison and went into the field of electric elevators almost accidentally discovered a multiple control system that could equip electric train systems for mass transit started a third company to commercialize this then sold this company to Edison and retired temporarily Throughout his career Dalzell tells us Sprague framed technology as invention cast himself as hero and staged his technologies as dramas He toiled against the odds scraped together resources to found companies bet those companies on technical feats and pulled it off multiple times The idea of the heroic inventor is not of course the only way to frame the history of technology

Nevertheless as Dalzell shows Sprague Edison and others crafted the role consciously and actively using it to generate vital impetus behind the process of innovation *Classical New York* Elizabeth Macaulay-Lewis, Matthew McGowan, 2018-09-04 Essays on the historical Greco Roman influence on the evolving architectural landscape of New York City During its rise from capital of an upstart nation to global metropolis the visual language of Greek and Roman antiquity played a formative role in the development of New York's art and architecture This compilation of essays offers a survey of diverse reinterpretations of classical forms in some of the city's most iconic buildings public monuments and civic spaces *Classical New York* examines the influence of Greco Roman thought and design from the Greek Revival of the late eighteenth and early nineteenth centuries through the late nineteenth century American Renaissance and Beaux Arts period and into the twentieth century's Art Deco At every juncture New Yorkers looked to the classical past for knowledge and inspiration in seeking out new ways to cultivate a civic identity and to structure their public and private spaces Specialists from a range of disciplines archaeology architectural history art history classics and history focus on how classical art and architecture are repurposed to help shape many of New York City's most evocative buildings and works of art Federal Hall evoked the Parthenon as an architectural and democratic model the Pantheon served as a model for the creation of libraries at New York University and Columbia University Pennsylvania Station derived its form from the Baths of Caracalla and Atlas and Prometheus of Rockefeller Center recast ancient myths in a new light during the Great Depression This examination of post Revolutionary art politics and philosophy enriches the conversation about how we shape space be it civic religious academic theatrical or domestic and how we make use of that space and the objects in it **Terminal City** Linda Fairstein, 2014-06-17 With her

newest Alexandra Cooper novel *Terminal City* New York Times bestselling author Linda Fairstein delivers another breakneck thriller that captures the essence of New York City its glamour its possibilities and its endless capacity for darkness Linda Fairstein is well known for illuminating the dark histories in many of New York's forgotten corners and sometimes in the city's most popular landmarks In *Terminal City* Fairstein turns her attention to one of New York's most iconic structures Grand Central Terminal From the world's largest Tiffany clock decorating the 42nd Street entrance to its spectacular main concourse Grand Central has been a symbol of beauty and innovation in New York City for more than one hundred years But

the world's loveliest station is hiding more than just an underground train system When the body of a young woman is found in the tower suite of the Waldorf Astoria one of the most prestigious hotels in Manhattan Assistant DA Alex Cooper and Detectives Mike Chapman and Mercer Wallace find themselves hunting for an elusive killer whose only signature is carving a carefully drawn symbol into his victims bodies a symbol that bears a striking resemblance to train tracks When a second body bearing the same bloody symbol is discovered in a deserted alleyway right next to the terminal building all attention shifts to the iconic transportation hub where the potential for a bigger attack weighs heavily on everyone's minds With the President of the United States set to arrive for a United Nations meeting at the week's end Alex and Mike must contend with Grand Central's expansive underground tunnels and century old dark secrets as well as their own changing relationship to find a killer who appears to be cutting a deadly path straight to the heart of the city

*An Economic Analysis of Rapid Transit in New York, 1870 - 2010* Kyle M. Kirschling, 2012 This is consistent with a substantial body of economic theory albeit not conventional neoclassical economics which frequently treats transit as a special case This conflict is linked to faulty assumptions underlying neoclassical economic theory

**40 Perfect New York Days** Joan Gregg, 2004-03-14 Celebrate New York's legendary diversity of places people and things to do in a series of upbeat and offbeat day trips 40 Perfect New York Days Walks and Rambles In and Around the City is your knowledgeable trustworthy companion in and around the city City University professors life long New Yorkers and enthusiastic walkers authors Joan Gregg Beth Pacheco and Serena Nanda know every nook and cranny in and around the city that never sleeps Take a tour of The soul of soul in Harlem The one place from which Houdini couldn't escape The most beautiful shop near the most beautiful block in New York The interior of a Renoir painting Active New Yorkers their out of town guests and independent tourists will love our guide's unique approach to the city and its surroundings one perfect day at a time

**Building the Skyline** Jason M. Barr, 2016-05-12 The Manhattan skyline is one of the great wonders of the modern world But how and why did it form Much has been written about the city's architecture and its general history but little work has explored the economic forces that created the skyline In *Building the Skyline* Jason Barr chronicles the economic history of the Manhattan skyline In the process he debunks some widely held misconceptions about the city's history Starting with Manhattan's natural and geological history Barr moves on to how these formations influenced early land use and the development of neighborhoods including the dense tenement neighborhoods of Five Points and the Lower East Side and how these early decisions eventually impacted the location of skyscrapers built during the Skyscraper Revolution at the end of the 19th century Barr then explores the economic history of skyscrapers and the skyline investigating the reasons for their heights frequencies locations and shapes He discusses why skyscrapers emerged downtown and why they appeared three miles to the north in midtown but not in between the two areas Contrary to popular belief this was not due to the depths of Manhattan's bedrock nor the presence of Grand Central Station Rather midtown's emergence was a response to the economic and demographic forces that were



taking place north of 14th Street after the Civil War Building the Skyline also presents the first rigorous investigation of the causes of the building boom during the Roaring Twenties Contrary to conventional wisdom the boom was largely a rational response to the economic growth of the nation and city The last chapter investigates the value of Manhattan Island and the relationship between skyscrapers and land prices Finally an Epilogue offers policy recommendations for a resilient and robust future skyline *The Encyclopedia of New York City* Kenneth T. Jackson, Lisa Keller, Nancy Flood, 2010-12-01

Covering an exhaustive range of information about the five boroughs the first edition of The Encyclopedia of New York City was a success by every measure earning worldwide acclaim and several awards for reference excellence and selling out its first printing before it was officially published But much has changed since the volume first appeared in 1995 the World Trade Center no longer dominates the skyline a billionaire businessman has become an unlikely three term mayor and urban regeneration Chelsea Piers the High Line DUMBO Williamsburg the South Bronx the Lower East Side has become commonplace To reflect such innovation and change this definitive one volume resource on the city has been completely revised and expanded The revised edition includes 800 new entries that help complete the story of New York from Air Train to E ZPass from September 11 to public order The new material includes broader coverage of subject areas previously underserved as well as new maps and illustrations Virtually all existing entries spanning architecture politics business sports the arts and more have been updated to reflect the impact of the past two decades The more than 5 000 alphabetical entries and 700 illustrations of the second edition of The Encyclopedia of New York City convey the richness and diversity of its subject in great breadth and detail and will continue to serve as an indispensable tool for everyone who has even a passing interest in the American metropolis **The Pan Am Building and the Shattering of the Modernist Dream** Meredith L. Clausen, 2005 How a building and the reaction to it signaled the end of an era the transformation of architectural practice in the context of New York City culture and politics **Building Gotham** Keith D. Revell, 2003-01-21 Economists experimented with new approaches to financing urban infrastructure Architects and planners wrestled with the problems of skyscraper regulation and regional growth These issues of city building and institutional change involved more than the familiar push and pull of interest groups or battles between bosses reformers immigrants and natives

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