



PENNSYLVANIA STATION, NEW YORK CITY.

Pennsylvania Station

K Morrison



Pennsylvania Station:

New York's Original Penn Station Paul M Kaplan, 2018-09-17 The story of the spectacular and much lamented train terminal whose destruction inspired a new passion for historic preservation Includes photos In early twentieth century New York few could have imagined a train terminal as grand as Pennsylvania Station Yet executives at the Pennsylvania Railroad secretly bought up land in Manhattan s infamous Tenderloin District to build one of the world s most spectacular monuments Sandhogs would battle the fiercest of nature to build tunnels linking Manhattan to New Jersey and Long Island For decades Penn Station was a center of elegance and pride But the ensuing rise of the airplane and automobile began to diminish train travel Consequently in the mid 1960s the station was tragically destroyed The loss inspired the birth of preservation laws in the city and the nation that would save other landmarks such as New York s Grand Central just blocks away Here Paul Kaplan recounts the trials and triumphs of New York s Penn Station with extensive photos and illustrations *The Late,*

Great Pennsylvania Station Lorraine B. Diehl, 1985 **The Rise and Fall of Pennsylvania Station** Gregory Bilotto, 2021 The construction of Pennsylvania Station 1904 1910 was a monumental undertaking for the voluminous earth displaced incredible innovation and brilliant French influenced classical architecture but it also was a quintessential archetype of the Gilded Age The station reshaped the economic and social fabric of New York by dislodging scores of families and local businesses It had been built for prestige and grandeur rather than sustainability and prolonged the rivalry with the New York Central and Hudson River Railroads leading to the creation of Grand Central Terminal Although the station was successful for increasing passenger journeys the rise of independent travel after World War II and mounting financial losses culminated with its unfortunate demise and eventual destruction Nevertheless through the misfortune of demolition emerged the first historic preservation laws which have saved countless historic buildings including its Park Avenue rival Back cover

Pennsylvania Station Redevelopment Project , 1994 New York's 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 **Manhattan Gateway** William D. Middleton, 1996 A history of the various plans to get the Pennsylvania Railroad into Manhattan over under the Hudson R and out to the Northeast across Hell Gate and the monument that was Penn Station Covers the tragic loss of that great edifice to the Quislings of Penn the vulgar boosterism of NYC which **Old Penn Station** William Low, 2007-04-03 A beautiful tribute to the glory of the original Pennsylvania Railroad Station During the first half of the 20th century the original Pennsylvania Station was one of New York City s grandest landmarks a palace in the middle of Manhattan William Low s glorious illustrations pay close attention to detail while still encompassing the large scale grandeur of Penn Station Old Penn Station follows a very specific piece of New York City history but it s not just a New York book The author s research carefully addresses the whole history of the building from construction to destruction ending with

an acknowledgment of its lasting legacy in terms of historical preservation Spaces can be powerful and Old Penn Station honors one particular powerful space which is sure to engender discussion about other historical buildings and monuments all across the nation This is a classic beautiful book for history lovers train lovers and art lovers alike Old Penn Station is a 2007 New York Times Book Review Best Illustrated Book of the Year and a 2008 Bank Street Best Children s Book of the Year

The Destruction of Penn Station Peter Moore, Eric Peter Nash, Lorraine B. Diehl, 2000 Opened to the public in 1910 McKim Mead White s Pennsylvania Station gave the traveller visitor and commuter alike an experience of grandeur never before seen in the United States With its dramatic vaulted glass ceiling over its expansive main concourse Pennsylvania Station was a monument not only to train travel but an architectural icon of New York City and one of the grandest public buildings of the 20th century In 1962 the decision was made to demolish the station as train travel gave way to the speed of the airplane No one could have foreseen that the destruction of Pennsylvania Station would prove to be one of the key moments in the birth of the historic preservation movement Visiting the station between 1962 and 1966 Peter Moore documented the station s demise in photographs that combine elegant images of architectural form and detail There are haunting pictures of glass and masonry stripped away from steel girders as the building is progressively destroyed The commuters and the public seem to be unaware of what is happening directly overhead in photographs that convey a poignancy for a building lost forever

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Penn Station Fred Westing, 1978

Grand Central Terminal and Penn Station David D. Morrison, 2019-07-15 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

The Pennsylvania Railroad, Volume 1 Albert J. Churella, 2012-10-29 Do not think of the Pennsylvania Railroad as a business enterprise Forbes magazine informed its readers in May 1936 Think of it as a nation At the end of the nineteenth century the Pennsylvania Railroad was the largest privately owned business corporation in the world In 1914 the PRR employed more than two hundred thousand people more than double the number of soldiers in the United States Army As the self proclaimed Standard Railroad of the World this colossal corporate body underwrote American industrial expansion and shaped the economic political and social environment of the United States In turn the PRR was fundamentally shaped by the American landscape adapting to geography as well as shifts in competitive economics and public policy Albert J Churella s masterful account certain to become the authoritative history of the Pennsylvania Railroad illuminates broad themes in American history from the development of managerial practices and labor relations to the relationship between business and government to advances in technology and transportation Churella situates exhaustive archival research on the Pennsylvania Railroad within the social economic and technological changes of nineteenth and twentieth century America chronicling the epic history of the PRR intertwined with that of a developing nation This first volume opens with the development of the Main Line of Public Works devised by Pennsylvanians in the 1820s to compete with the Erie Canal Though a public rather than a private enterprise the Main Line foreshadowed the establishment of the Pennsylvania Railroad in 1846 Over the next decades as the nation weathered the Civil War industrial expansion and labor unrest the PRR expanded despite competition with rival railroads and disputes with such figures as Andrew Carnegie and John D Rockefeller The dawn of the twentieth century brought a measure of stability to the railroad industry enabling the creation of such architectural monuments as Pennsylvania Station in New York City The volume closes at the threshold of American involvement in World War I as the strategies that PRR executives had perfected in previous decades proved less effective at guiding the company through increasingly tumultuous economic and political waters *Pennsylvania Station in New York City*, 1910 *The Pennsylvania Railroad* Albert J. Churella, 2024-11-26 The final volume of Albert J Churella s landmark series *The Pennsylvania Railroad* concludes the story of the iconic transportation company covering its long decline from the 1930s to its merger with the New York Central Railroad in 1968 Despite some parallels with World War I the experience of World War II had a substantially different impact on the Pennsylvania Railroad The introduction of new technologies personnel and commuter routes had significant effects on this giant of American transportation The recession of 1958 sparked a period of decline from which it and many other railroads struggled to fully recover *The Pennsylvania Railroad The Long Decline 1933 1968* provides an unparalleled look at the final years of this legendary company which in its prime was the largest corporation in the world with a budget second only to that of the US federal government **Annual Report of the Pennsylvania Agricultural**

Experiment Station Pennsylvania State College. Agricultural Experiment Station,1898 **Railway Depots, Stations & Terminals** Brian Solomon,2015-10 Ride the rails with famed railroad historian Brian Solomon and learn about the incredible architecture and history of stations across America *The Agricultural Experiment Stations in the United States* Alfred Charles True,Vinton Albert Clark,1900 *Interstate Commerce Commission Reports* United States. Interstate Commerce Commission,1938 **Library of Congress Subject Headings** Library of Congress. Cataloging Policy and Support Office,2000 *Library of Congress Subject Headings* Library of Congress,1998

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Music - John Rutter John Rutter. I will lift up mine eyes. Vocal score. Forces or Category: SATB & organ/orchestra.
Orchestration: 2.2.2.2-2.0.0.0-timp(opt)-hp-str. I to the Hills Will Lift Mine Eyes (Psalm 121) I to the Hills Will Lift Mine Eyes (Psalm 121): from Tenebrae (III) (Full Score) - 8598A. \$17.00 ; I to the Hills Will Lift Mine Eyes (Psalm 121): from Tenebrae ... I Will Lift Up Mine Eyes Vocal Range: High ; Pitch Range: E4- F#5 ; Composer: Michael Head ; Text Source: Ps 121 ; Publisher: Carl Fischer ... John Tavener: I Will Lift Up Mine Eyes ... John Tavener: I Will Lift Up Mine Eyes Unto The Hills (Vocal Score). German Edition. John Tavener: I Will Lift Up Mine Eyes Unto The Hills (Vocal Score). I Will Lift My Eyes - Full Score and Parts Vocal Forces: SATB, Cantor, Solo, Assembly. Accompaniment: Keyboard. Guitar: Yes. Instrumental parts included: C Instrument, Flute I, Flute II, Oboe, ... I Will Lift up Mine Eyes - Marzo, Eduardo Jul 5, 2014 — Marzo, Eduardo - I Will Lift up Mine Eyes Psalm 121. Voice High and ... "For over 20 years we have provided legal access to free sheet music. I Will Lift Up Mine Eyes (Sowerby, Leo) [7 more...]For voice, mixed chorus, organ; Scores featuring the voice; Scores ... Note: I can only provide full works, not arrangements or individual movements.