

Learning Places Summer 2016

Annotated Bibliography

What crucial events in history defined Grand Central Terminal in relationship with the space and culture importance?

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Celebrities ride the rails to save grand central. (1978, Apr 17). New York Times (1923-Current File) Retrieved from <http://search.proquest.com/docview/123748104?accountid=28313>

This newspaper article was printed on April 17 1978. The head line read, "Celebrities Ride The Rails To Save Grand Central." Giving a general idea of what this article is about. They start the article by mentioning the protest that was occurring, hundreds of celebrities from New York they emphasize. They also mention the reason they were protesting was to raise hell on the case that was at hand. Penn Central vs New York City, in which then they mention the reason for the law suit. This case encouraged these protestors to rent out a train and take it to Washington along the trip they passed out blue and white "save Grand Central" balloons, t-shirts and buttons. This effort was led by Jackie Kennedy, first lady to the late John F. Kennedy. The Article the has a quote from her explain the great significance that Grand Central had on many generations of new Yorkers. That tearing it down would mean a city full of steel and glass. This Article was relevant to our podcast because it helped give an idea of the efforts made by the communities not just the courts on trying to preserve Grand Central the way it stands now.

Diehl, L. B. (2010). Over here!: New York City during World War II. New York: Smithsonian Books.

This Book talks about the affect the military had on Grand Central and even Grand central had on the military. During the 1940's it was stated in a few chapters that More than 800,000 New Yorkers went to war, and all of them were sent to grand central to be shipped out of the state to head to boot camps and such. Also, another interesting fact about grand central and New

York in World War 2 was the fact that it was considered a haven for hundreds of refugees from German controlled Europe. Even in the state of New York there were so many stories of the FBI chasing down Nazi spies in Grand Central and New Yorkers joined together to buy war bonds and donate blood.

Pyramid of captured German helmets, New York, 1918. (2016). Retrieved December 18, 2016, from <http://rarehistoricalphotos.com/pyramid-german-helmets-1918/>

This article talks about the way the United States celebrated their victory over the central powers during world war 1 in the aftermath of the world war the United States managed to capture German helmets and make a pyramid out of the helmets they captured during the war. The employees of grand central managed to get 12,000 German helmets before they set up the pyramid and built to celebrate the victory the united states took on the war in Europe. This article also mentions how the people that got to see the pyramid and felt a bit uneasy that the helmets were based off soldiers that died during the war.

Dunlap, D. W. (1998, August 2). Grand Central, Reborn as a Mall; Terminal Becomes Gateway to Shops and Restaurants. New York Times. Retrieved from http://go.galegroup.com/ps/i.do?p=AONE&sw=w&u=cuny_nytc&v=2.1&it=r&id=GALE%7CA150154234&asid=c5b9f37c11761910f54b32ca3cc19153

The article explains how Grand Central Terminal became the new hub for commercial and retail spaces. In addition, the article explains the public and private partnership investment that brought back an iconic Beaux Arts building from its depletion. The renovation of this building led to a revitalization of the area. New retail stores and restaurants were opened because of the improvement of the renovation.

Although Grand Central Terminal is mainly thought of as a transportation hub, the building has become a Mecca for commercial spaces for restaurants and shopping stores. According to the article, the commercial expansion and the architectural renovation are linked together because one compliments the other. In other words, without architectural renovation the commercial space would not have expanded. Without the investment capital, the architectural renovation would not be possible.

Endsley, C. (February 25, 2015). Making History: The American Railroad. Retrieved December 14, 2016, from <http://gtgtechnologygroup.com/making-history-american-railroad/>

This article says about the history of the American railroad. Also, the article explains how the American railroad has changed from 1820's to 1990's and its prosperity and declination. The article is separated into four events: the beginning of the railroad; the transcontinental railroad and the Golden Age; the decline of the railroad industry; and the deregulation of the railroad industry. The article related with the one of our topic, "culture importance". According to the article, railroads dominated the transportation industry by 1916. The train travel became one of the important cultures for American people around that time. The GCT opened during this rising tide.

Flegenheimer, M. (2012, July 31). State Says M.T.A.'s Dealing On Apple Store Was Unfair. New York Times, p. A19(L). Retrieved from http://go.galegroup.com.citytech.ezproxy.cuny.edu:2048/ps/i.do?p=AONE&sw=w&u=cuny_nytc&v=2.1&it=r&id=GALE%7CA298091735&asid=00256631fba8f15a2c8732847b491ef5

This article talks about the apple store that opened up in Grand Central Terminal and how the deal between Apple and The MTA was unfair by creating a bidding process that was merely impossible for anyone but apple to be awarded the space. The report said the authorities have been in dealings with Apple and the space 2 years prior to request for proposals and agreeing to terms with the previous tenant. "The competitive process that was undertaken was not a level playing field, was not fair to all potential bidders and was significantly slanted in Apple's favor," the report said.

Apple and Metrazur the previous owner of the space reached an agreement of a \$5 million lease buyout. On May 19, 2011, the transportation authority signed an agreement with Metrazur stating that the restaurant would be paid \$5 million to terminate its lease. Just a couple of days later and MTA issued for proposals request for an interested buyer and that the winning tenant had to pay 5 million for a buyout lease from Metrazur. Responses were due in little over a month and only Apple responded. Apple had both the knowledge and the time to secure this space while other just had that short time to make a decision with a high price value.

Interstate Highway Act. (2015). In T. Riggs (Ed.), *Gale Encyclopedia of U.S. Economic History* (2nd ed., Vol. 2, pp. 647-648). Farmington Hills, MI: Gale. Retrieved from http://go.galegroup.com.citytech.ezproxy.cuny.edu:2048/ps/i.do?p=GVRL&sw=w&u=cuny_nytc&v=2.1&it=r&id=GALE%7CCX3611000450&sid=exlibris&asid=ee6a5803ca6d8da9634351c9dca467af

This article says about the Interstate Highway Act of 1956, was enacted by President Dwight D. Eisenhower. The construction of the interstate highway effected substantially on the US society. In consequence, the American railroad industry declined and people shifted their transportation from trains to automobiles. The interstate highway enabled people to live farther from their place of work. Automobiles led America to the motorized society and the culture of transportation in the US changed greatly. Of course, the change of the commuter culture affected the GCT. It is not too much to say that the development of interstate highway was one of the reasons that the GCT was designated a New York City Landmark.

Kayden, J. S. (2003). Celebrating Penn Central. Planning, 69(6), 20.

This magazine article was made to explain in detail on how Grand Central was saved from ultimately ruining its historical image. It starts by posing relevant questions to its audience, while also introducing the topic of discussion. They spoke a little about the Penn station tragedy and made comparisons to the case with Grand Central. Being that it was also owned by Penn Central the company responsible for the destruction of Penn station. The article goes on a states the facts and the case, Penn Central trying to propose a new 55 story office building that sits on top of GCT. The Landmarks committee rejects the proposal thus enraging the company. There is then a law suit and the case is fought first in the local courts, making its way up to the supreme court. At the time of the ruling, the year was 1978 and both sides had pleaded their cases. Penn Central Concedes in the state court that they produced enough returns on their investment in the terminal. The supreme court then says that the laws made by the landmarks preservation does not prevent them from producing said returns. The case was that they weren't allowed to build an office building on top of GCT. The city then wins the case and grand central was saved from Penn Central's greedy plans.

Raynsford, A. (1996). Swarm of the Metropolis: Passenger Circulation at Grand Central Terminal and the Ideology of the Crowd Aesthetic. Journal of Architectural Education (1984-),50(1), 2-14. doi:10.2307/1425284

This article focuses on the perspective of the metropolitan crowd and its emphasis on the “aestheticized”. Combining the data and analysis from the social and architectural form you can see the dynamic relationships between the mindset of the crowd and it changes from the first station. Throughout the years that Grand Central been around it has gone an increased amount in changes from the first station to the depot extreme overcrowding grew in proportion to the traffic flow and the railroads efficiency. The architecture of passenger movement became the source of intense design and construction in which spaces where the passengers would go will be more carefully organized and thought out. The 1914 terminal was the dream coming to reality it represented the city and its people as a collective part in this vast railroad empire. Each part of the terminal was built in high consideration to the crowd from the rails to the concourse.

Wilson, C. (2005, August 31). At Grand Central, Business Is Booming. New York Times, p. C7(L). Retrieved from http://go.galegroup.com.citytech.ezproxy.cuny.edu:2048/ps/i.do?p=AONE&sw=w&u=cuny_nytc&v=2.1&it=r&id=GALE%7CA135634502&asid=8e043140d3d5a501fc64b06c9a72a508

This article talks about the evolution of business after the Grand Central renovation and its effects on retail stores specifically for Scott Stein owner of Grand Central Optic. Having to close up shop for a few years while Grand Central Terminal to be renovated the MTA moved the shop to a ground floor shop in its nearby Madison Avenue Headquarters. A few years later after renovation was finished Scott Stein decided to keep both stores. With the rents on the two shops comparable, he said, the success of the Grand Central location is attributable not only to higher traffic but also to a marked change in shopping habits of the 700,000 commuters who pass through daily, along with the tourists and enormous pool of office workers from surrounding blocks. He clearly states they find the atmosphere much more conducive to lingering and spending money.

Zimmermann, Karl. "Ageless Grand Central Kicks off Its Second Century." *Trains* 73.2 (2013): 39. MasterFILE Complete. Web. 2 Dec. 2016.

The article summarizes all of the historical events of Grand Central Terminal, since its opening in 1913 to its centennial 2013. The article also describes the phases that Grand Central Terminal has passed through, from its decay to its perilous state to its salvation days and its final redemption phase.

Based on the historical events, the commuter culture also played an important role in the salvation and preservation of Grand Central Terminal. In the years following the preservation of Grand Central, the space became one of the hottest spots for commercial businesses. From a marketing point of view, investors sought the opportunity to maximize profits based on the daily flow of commuters. More than 750, 000 people travel through the building and they are likely to find something they need before leaving the building. Currently, Grand Central Terminal has a little bit of everything at the proximity of the traveler or visitor.