

Learning Places Summer 2016

# Annotated Bibliography

## It's More Than Just its Architecture

**Tina Brown**

**Natasha Cayemitte**

**Jeury Gomez**

**Josue Kersaint**

**Dunlap, D.W. ( 2015). Tranquil space in a bustling transit hub. *The New York***

***Times*. Retrieved from [galegroup.com](http://galegroup.com)**

According to this article the development of the ramps were this enormous space between the waiting room and main concourse. The ramp was an large occupying space under the chandeliers and the skylights between the main concourse and what was once the waiting room. The building of the ramps joined together at the tilted vault between the old room and the concourse. Due to the expansion of the new mezzanine the ramps were considered lost and reduced the portal to the rat hole. All that changed in the renovation of the ramp hall was the mezzanine that was removed and the bridge that had 8ft walls that had a beaux arts balustrade that opened up the space. Reed & Stem were responsible for the overall design of the station, while Warren and Wetmore added architectural details and the Beaux - Arts style. In Addition the stairs in Grand Central Central was a Beaux-Arts style from the Paris Opera house in france.

**NPR STAFF. (2013). A historic arrival: New York Grand Central Turns. Retrieved from**

**[www.npr.org](http://www.npr.org)**

According to this article the ramps were part of the innovation at Grand central station; Grand Central terminal had no stairs at that time so they ramps were built because people were traveling

from train to train; the long distance travelers carrying their suitcases and luggage. These ramps were built to accommodate for the long distance travelers. Another innovation of Grand Central station was the wrapping Park Avenue around the Terminal above the street, creating a second level for picking up and dropping off of passengers.

**Pearson, C. A. (1999). Beyer blinder belle's makeover of Grand Central Terminal involved careful restoration and critical changes. Architectural Record, 187(2), 85-95.**

**Retrieved from [www.ebscohost.com](http://www.ebscohost.com)**

This document first discusses and introduces the history of Grand Central Terminal (GCT) and all those who are involved in its construction and remodeling. The document goes through a detailed description of all the occurrences that involve GCT from its original remodeling, to its reopening in 1913, to its world war involvement, followed by proposed demolition, to its success of preserving its architecture to then lead into the hiring of Beyer Blinder Belle who is in charge of the restoration and makeover of GCT. Through the document they mention the cost of all the remodeling done on GCT, it also mentions how various parts of the structure will be utilized to generate more capital so that the owners don't go bankrupt.

**Powell, K. (1996). Grand central terminal: warren and wetmore. London. Phaidon press Ltd.**

This book discusses Grand Central's major transition from station to terminal and all that it's major architects were involved in. Though Warren and Wetmore were not the first architect team on the project they were the most influential. Wilgus was the brains behind this dream called GCT, Reed & Stem (first architectural team on project) were the openers (great ideas but lacking

some finishing ideas) and Warren & Wetmore were the closers (had experience and the ability to finalize a project with finesse). Through this book you will also be able to view GCT from different photographic angles and view various architectural blueprints of the building and view some renders of the building.

**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. Retrieved from***

**<http://www.jstor.org/stable/1425284>**

The transitioning between Grand Central Depot to Grand Central Station and now Grand Central Terminal became very apparent that the use of the terminal and its trains grew in frequency. As the turn of the century, architectures faced a new dilemma as they needed to now design and construct a design that can fluently move large masses of people in and out the terminal.

This article combines the concept of passenger circulation in Grand Central Terminal and how a reform of the terminal space came about. It studies the relationship between surging passengers in the station and passengers waiting to depart the station and how a reformation between the old waiting rooms and the use of the great rotunda shifted and enhanced passenger circulation.

**Roberts, S. (2013). 100 Years of grandeur. Retrieved from [www.nytimes.com/](http://www.nytimes.com/)**

This article from New York Times was written a couple of days before Grand Central Terminal's 100<sup>th</sup> anniversary. It is about the Chief engineer, William Wilgus who was the mastermind who thought of the idea to remove the steam locomotive trains and change them to electrical train.

This one idea was an umbrella innovation and it incorporated many other from this one idea such

as using the land about Grand Central Terminal to extract revenue and also adding accessible ramps, as Grand Central Terminal was dubbed “the first stairless station”. These innovations helped move passengers quickly and efficiently along with helping the Grand Central Terminal to have a way to have funds

**Schlichting, K.C. (2012). Grand Central’s engineer: William J. Wilgus and the planning of modern Manhattan. Baltimore. 42-53. John Hopkins University.**

This book contains a detailed trajectory in the construction of Grand Central Terminal. The author Schlichting talks about how the chief engineer William J. Wilgus envision for underground railroads was the key to New York City’s complicated geography. The author discusses Wilgus’s major challenges while working on this project. We learn about the dangers in some of the track that were under Park ave, the inconvenience of steam locomotives and the pollution it created. This book also discusses how as time progressed people began populating around Grand Central Terminal ( terminal city) ultimately by shifting tracks underground and the selling of air rights allowed for the preservation of Grand Central Terminal. The information gathered from this book was used to strengthen the argument between the implementation of ramps in Grand Central Terminal.

**Schlichting, K.C. Grand Central Terminal : Railroads, Engineering, and Architecture in New York City. Baltimore, US: Johns Hopkins University Press, 2003. ProQuest ebrary. Web. 26 June 2016.**

This book titled Grand Central Terminal: Railroads, Engineering, and architecture in New York City chapter TWO, the engineers Grand Central, talks about William Wilgus background, such as the fact he never attended college but yet he was so brilliant in his expertise despite not having an education. He worked with many Railroads in the United States including in France. He began working with the New York Central in 1893 and in less than a decade and was in charge of all engineering in New York Central. Along with being the brain for having the electrical train, and building a ramp he also came up with the idea of having a two level train which would enlarge the number of capacity.

**Warren and Wetmore architectural drawings and photographs, (1889-1938). Avery Architectural and Fine Arts Library. Drawings and Archives Collection. Columbia University. Retrieved from: <https://clio.columbia.edu/catalog/3460596>**