

Learning Places Summer 2016

Annotated Bibliography

Commercialization of Grand Central Terminal's Waiting Room

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Belle, J., & Leighton, M. R. (2000). *Grand Central: gateway to a million lives*. New York: Norton.

This book is based on the history of Grand Central's construction, the economic and social factors that influenced its decline and restoration. Architectural facts, financial figures, and pictures are also included.

By, T. H. (1992, Sep 23). Grand Central's cinderella room awaits its prince. *New York Times*

Retrieved June 23, 2016, from

<http://search.proquest.com/docview/108847936?accountid=28313>

This New York Times article provides a short overview of Grand Central during its downfall in the 70s leading up to its renovation and related future plan. Its main focus is Vanderbilt Hall and the numerous intentions different business owners had for it, specifically restaurant related. Listing a total of four interested restaurant owners, this article covers what each one had in vision for the space and how they would make it successful if they were granted the lease. This source was useful to my research because it provided details on what the use of Vanderbilt Hall was going to be.

Evenson, J. L. (2006). *Capability in decline: A historical analysis of the post-World*

War II degradation of domestic railroads and the impact on the United States military

(Master Dissertation). United States Defense Technical Information Center.

(ADA495249).

United States Marine Corps Reserve Lt. Colonel James L. Evenson (2006) describes U.S. government and military use of the railroad industry during World Wars I and II, how the inflexibility of railcars increased the growth in government funded interstate highways, bus travel for “short haul military moves” (p. 63), commercial airliners, overall military abandonment, and its impact on the demise of the railroad industry (predominantly in the Northeast) post-WWII. Also, he mentions a 1985 Army officer’s attempts to implement specific criteria to understand the railroad industry’s capabilities to “expand capacity during wartime” (p. 61) but eventually concludes that railroads do not have the ability to adapt to wartime needs. Furthermore, Evenson indicates that though rail usage is no longer supported by the military, railroads can still be employed further into the 21st century in lighter-duty missions and earlier stages precluding to major war conflict.

Grand spaces in Grand Central. (1993, Jul 04). *New York Times*. Retrieved

June 23, 2016, from <http://search.proquest.com/docview/109094833?accountid=28313>

This article highlights the potential successes in store for Grand Central Terminal after its ongoing renovations. Using information provided by the MTA, this article expands upon what future plans for the Terminal are, specifically what would be done with all the added space. It also covers what the MTA needed to proceed with its plan to hire a partner site developer. This was used in my research to detail the expected results the MTA hoped to have after investing so much money in the restoration process.

Stanback Jr., Thomas M. (1981). New York City and the services transformation. In

Benjamin J. Klebaner (Ed.), *New York City’s changing economy base* (pp. 48-56).

New York: Pica Press.

Stanback (1981) discusses the change in New York’s economy from a manufacturing-based to service-based, and how it eliminates the middle-class, creating a society of “the haves and have

nots". Additionally, he states that "the major cities of thirty or forty years ago – New York, Chicago, San Francisco. . . .have strengthened their roles as service centers" because such cities have multiple specialties in "the arts, of fashion and interior decoration, of education, and health services, of tourism" (p.52).

Vaccaro, S. J., Domenico, J. D., Weinstein, G., & Fisher, A. (2014). Grand by design: A centennial celebration of Grand Central Terminal. Retrieved June 27, 2016, from <http://www.gcthistory.com>

A New York Transit Museum webpage that condenses Grand Central Terminal's history into an interactive timeline. Very user friendly and geared toward readers with no prior knowledge of Grand Central Terminal.

Additional Sources:

Brown, P. (1985) *The transfer of care: Psychiatric deinstitutionalization and its aftermath*. London: Routledge.

McFadden, R.D. (1985, February 11). Homeless pose problems at Grand Central. *New York Times*. p. B10.