

Weights 400–900 Uprights & Italics

Black	+ <i>Italic</i>
ExtraBold	+ <i>Italic</i>
Bold	+ <i>Italic</i>
Semibold	+ <i>Italic</i>
Medium	+ <i>Italic</i>
Regular	+ <i>Italic</i>

Name
Mono

Name Mono is a monospaced sibling to **Name Sans**, which is a modern interpretation of the tile mosaic name tablets of the NYC Subway.

Name Mono adapts the same conceptual framework into a fixed-width system for code, data, captions, writing, art, fashion, and more.

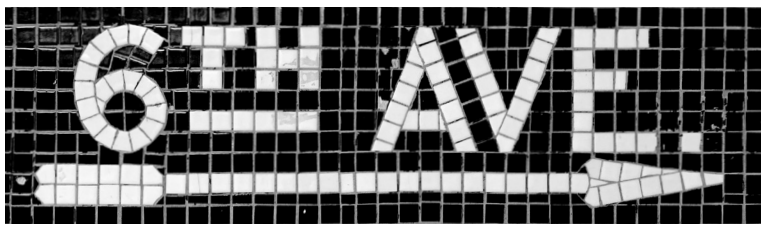
Name Mono's italics are a more expressive take on the theme. In many contexts of monospace typography, this yields better ergonomics (and it also looks pretty cool).

Inspiration

Mosaic wayfinding in the NYC Subway, implemented circa 1930 to 1950.

These mosaics are at once anonymous yet full of personality, naïve yet elegant, and rigid yet geometric.

I first explored these shapes in Name Sans, a versatile geo-grotesque type family. Name Mono takes the idea further.



Font Metrics

Font metrics (x-height, etc) are matched between Name Mono & Name Sans Text (optical size 12) for natural pairing in mixed-use cases, like UI and technical writing.

In Name Sans, letters take up a natural width, prioritizing for readability and rhythm in graphic design.

In Name Mono, every glyph has the exact same width, prioritizing for legibility in code, data, writing, and more.

Name Sans Text Bold



Hlg

Name Mono Bold



Hlg

Name Sans Text Regular



Hlg

Name Mono Regular



Hlg

Styles

Name Sans has an extensive style range, with Optical Sizing, Weights, and Italics.

Name Mono will still have a healthy range, but is planned to remain more focused on a set of useful weights and italics for use in text.

Black **& *Italic*** **# v0.3**

ExtraBold **& *Italic*** **# v0.3**

Bold **& *Italic*** **# v0.3**

SemiBold **& *Italic*** **# v0.3**

Medium **& *Italic*** **# v0.3**

Regular **& *Italic*** **# v0.3**

Light *& Italic* *# soon*

ExtraLight *& Italic* *# soon*

Thin *& Italic* *# soon*

140 Point

Bedford

96 Point

Kosciuszko

28 Point

The completion of the subway marks the solution of a problem which for over thirty years baffled the people of New York City.

12 Point

In looking at the finished road as a completed work, one is apt to wonder why it ever seemed impossible and to forget the difficulties which confronted the builders at the start.

The railway was to be owned by the city, and built and operated under legislation unique in the history of municipal governments, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and

9 Point

In looking at the finished road as a completed work, one is apt to wonder why it ever seemed impossible and to forget the difficulties which confronted the builders at the start.

The railway was to be owned by the city, and built and operated under legislation unique in the history of municipal governments, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and city supervision over construction and operation. Questions as to the interpretation of these provisions might have to be passed upon by the courts, with delays, how serious none could foretell, especially in New York where the crowded calendars slow speedy decisions. The experience of the elevated railroad corporations in building

140 Point

Liberty

96 Point

Botanic Gdn

28 Point

The completion of the subway marks the solution of a problem which for over thirty years baffled the people of New York City.

12 Point

In looking at the finished road as a completed work, one is apt to wonder why it ever seemed impossible and to forget the difficulties which confronted the builders at the start.

The railway was to be owned by the city, and built and operated under legislation unique in the history of municipal governments, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and

9 Point

In looking at the finished road as a completed work, one is apt to wonder why it ever seemed impossible and to forget the difficulties which confronted the builders at the start.

The railway was to be owned by the city, and built and operated under legislation unique in the history of municipal governments, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and city supervision over construction and operation. Questions as to the interpretation of these provisions might have to be passed upon by the courts, with delays, how serious none could foretell, especially in New York where the crowded calendars slow speedy decisions. The experience of the elevated railroad corporations in building

140 Point

Newkirk

96 Point

SeventhAve

28 Point

The *completion of the subway* marks the solution of a problem which *for over thirty years* baffled the people of New York City.

12 Point

In looking at *the finished road* as a completed work, one is apt to wonder why it ever seemed *impossible* and to forget the difficulties which confronted the builders at the start.

The *railway* was to be owned by the city, and built and operated under legislation *unique in the history of municipal governments*, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and

9 Point

In looking at *the finished road* as a completed work, one is apt to wonder why it ever seemed *impossible* and to forget the difficulties which confronted the builders at the start.

The *railway* was to be owned by the city, and built and operated under legislation *unique in the history of municipal governments*, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and city supervision over construction and operation. *Questions as to the interpretation of these provisions might have to be passed upon by the courts*, with delays, how serious none could foretell, especially in New York where the crowded calendars slow speedy decisions. The experience of the elevated railroad corporations in building

140 Point

Houston

96 Point

Van_Siclen

28 Point

The completion of the subway marks the solution of a problem which for over thirty years baffled the people of New York City.

12 Point

In looking at the finished road as a completed work, one is apt to wonder why it ever seemed impossible and to forget the difficulties which confronted the builders at the start.

The railway was to be owned by the city, and built and operated under legislation unique in the history of municipal governments, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and

9 Point

In looking at the finished road as a completed work, one is apt to wonder why it ever seemed impossible and to forget the difficulties which confronted the builders at the start.

The railway was to be owned by the city, and built and operated under legislation unique in the history of municipal governments, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and city supervision over construction and operation. Questions as to the interpretation of these provisions might have to be passed upon by the courts, with delays, how serious none could foretell, especially in New York where the crowded calendars slow speedy decisions. The experience of the elevated railroad corporations in building

140 Point

Classson

96 Point

East*105th

28 Point

The *completion of the subway* marks the solution of a problem which *for over thirty years* baffled the people of New York City.

12 Point

In looking at *the finished road* as a completed work, one is apt to wonder why it ever seemed *impossible* and to forget the difficulties which confronted the builders at the start.

The *railway* was to be owned by the city, and built and operated under legislation *unique in the history of municipal governments*, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and

9 Point

In looking at *the finished road* as a completed work, one is apt to wonder why it ever seemed *impossible* and to forget the difficulties which confronted the builders at the start.

The *railway* was to be owned by the city, and built and operated under legislation *unique in the history of municipal governments*, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and city supervision over construction and operation. *Questions as to the interpretation of these provisions might have to be passed upon by the courts*, with delays, how serious none could foretell, especially in New York where the crowded calendars slow speedy decisions. The experience of the elevated railroad corporations in building

140 Point

Lorimer

96 Point

Greenpoint

28 Point

The *completion of the subway* marks the solution of a problem which *for over thirty years* baffled the people of New York City.

12 Point

In looking at *the finished road* as a completed work, one is apt to wonder why it ever seemed *impossible* and to forget the difficulties which confronted the builders at the start.

The *railway* was to be owned by the city, and built and operated under legislation *unique in the history of municipal governments*, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and

9 Point

In looking at *the finished road* as a completed work, one is apt to wonder why it ever seemed *impossible* and to forget the difficulties which confronted the builders at the start.

The *railway* was to be owned by the city, and built and operated under legislation *unique in the history of municipal governments*, complicated, and minute in provisions for the occupation of the city streets, payment of moneys by the city, and city supervision over construction and operation. *Questions as to the interpretation of these provisions might have to be passed upon by the courts*, with delays, how serious none could foretell, especially in New York where the crowded calendars slow speedy decisions. The experience of the elevated railroad corporations in building

Font Features

Name Mono includes a wide array of OpenType features for expert typography and tailored code readability.

More localization and more code ligatures are planned for future upgrades of the family.

Tag	Feature Description	Off (Default)	On
<code>case</code>	Case-Sensitive Forms	¿H)/I{I-0	¿H)/I{I-0
<code>dlig</code>	Code Ligatures (Minimal in v0.3)	== === <= >=	= ≡ ≤ ≥
<code>onum</code>	Oldstyle Numerals	n11234567890\$	n11234567890\$
<code>sinf</code>	Scientific Inferiors	H1234567890	H ₁₂₃₄₅₆₇₈₉₀
<code>sup</code>	Superscript	H1234567890	H ¹²³⁴⁵⁶⁷⁸⁹⁰
<code>zero</code>	Alternate (Dotted) Zero	0102030	0̇10̇20̇30̇
<code>ss01</code>	Single-story 'a' in Uprights	Variation	Variation
<code>ss02</code>	Double-story 'a' in Italics	Variation	Variation
<code>ss03</code>	Simplified 'r' in Uprights	ReferenceError	ReferenceError
<code>ss04</code>	Serifed 'r' in Italics	ReferenceError	ReferenceError
<code>ss05</code>	Single-story 'g' in Uprights	Rigging	Rigging
<code>ss06</code>	Single-story 'g' in Italics	Rigging	Rigging
<code>ss07</code>	Simplified 'f' in Uprights	Effective	Effective
<code>ss08</code>	Simplified 'f' in Italics	Effective	Effective
<code>ss09</code>	High-legibility 'i' in Uprights	Reiterative	Reiterative
<code>ss10</code>	High-legibility 'i' in Italics	Reiterative	Reiterative
<code>ss11</code>	High-legibility 'l' in Uprights	Millenium	Millenium
<code>ss12</code>	High-legibility 'l' in Italics	Millenium	Millenium
<code>ss13</code>	Blackletter 'B'	Mauerstraße	Mauerstraße
<code>ss14</code>	High-legibility '6' and '9'	1969	1969
<code>ss15</code>	Classic Uppercase	GREEN JALAPEÑOS	GREEN JALAPEÑOS
<code>ss16</code>	Brutalist Punctuation	"Unordinary!"	"Unordinary!"

The following features are also in the fonts, but they mostly work automatically:

`ccmp`, `rvrn`, `kern`, `mark`, `mkmk`

