

Optical Sizes 12–72 Weights 1–1000

Display
Standard
Text

Ultra
Black
ExtraBold
Bold
Semibold
Medium
Regular
Light
ExtraLight
Thin
ExtraThin
Hairline

Uprights & Italics

Name
Sans

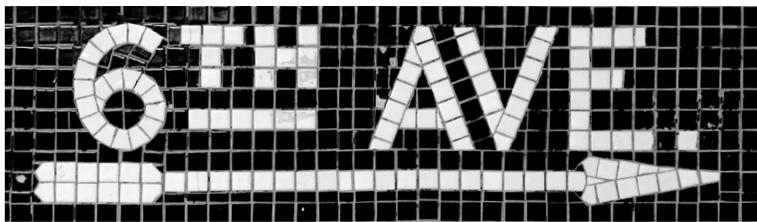
Name Sans is a modern interpretation of the tile mosaic name tablets of the New York City subway. The architects and craftsmen who laid these tiles used a letter construction that was part geometric and part grotesque, with optical corrections often either exaggerated or totally ignored. Name Sans takes these ideas and modernizes them into a type system that is at once anonymous and full of personality, useful for everything from branding to wayfinding to digital interfaces.

Inspiration

Mosaic wayfinding in the NYC Subway, implemented circa 1901 to 1942.

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

I have been sketching these obsessively for several years as a commuter in NYC, both on the pages of notebooks while riding the Subway, and now in the form of a versatile geo-grotesque type family, Name Sans.

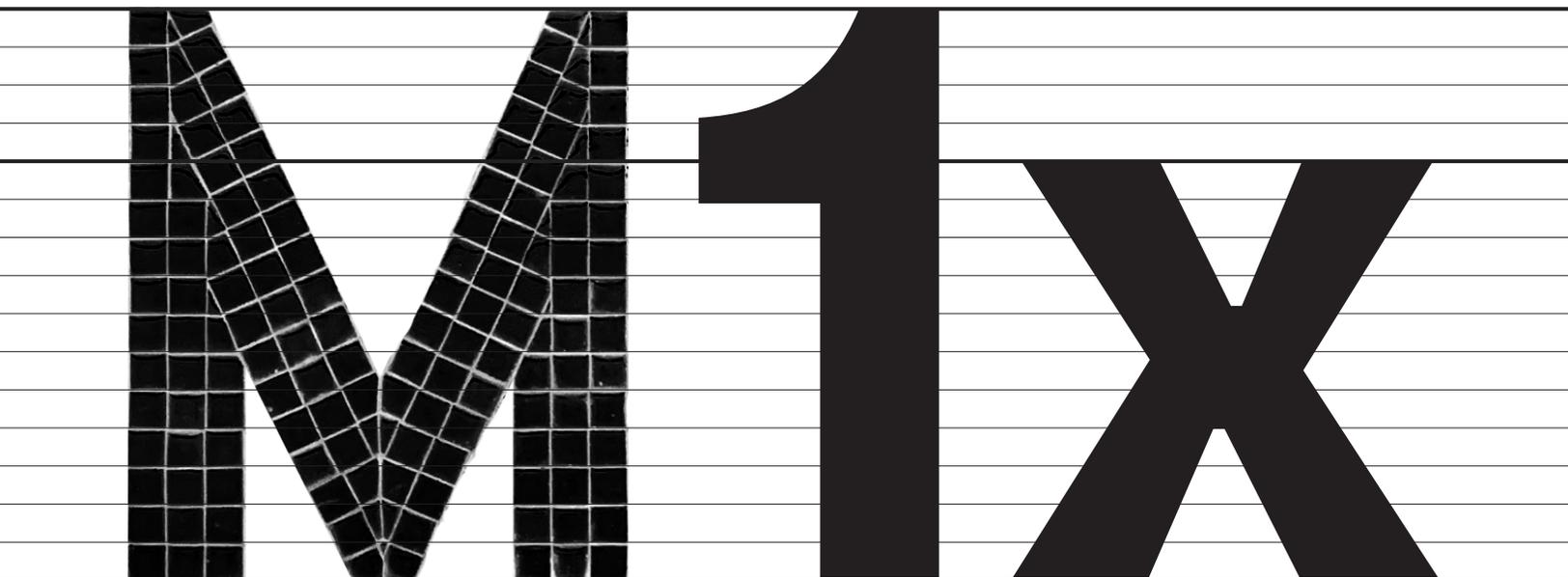


Framework

Name Sans Bold was originally drawn on a 15-unit grid, following the example of many subway mosaics. It still retains core measurements that refer to the original grid, but it has also been refined with many subtle but important

optical adjustments to work effectively & elegantly as a type family.

Rather than simply a direct remake of a single style, it is an interpretation & expansion of the mosaic lettering, adding usability & versatility.



**Additional Inspiration,
Lowercase**

Lowercase designed from formal qualities found in the uppercase letters of the subway mosaics, drawing additional influence from American Type Founders fonts (including Franklin

Gothic, Inland Gothic, and Times Gothic) as well as newer NYCTA signage (Akzidenz/Standard & Helvetica).

Gothic No. 578

72 Point 3 A 4 a 24 Point 5 A 10 a 10 Point 16 A 30 a
Rail **BONUS** **MARINE GUARD**
 Distinct **Naval destroyers**
 anchor in harbor
 to guard interests

60 Point 3 A 4 a 18 Point 8 A 16 a 8 Point 20 A 38 a
Bird **REIGNED** **EMINENT POLITICIAN**
Magnifies **Great crowds welcome**
 soldiers on return from
 battlefields of Flanders

48 Point 3 A 4 a 14 Point 12 A 23 a 6 Point 24 A 44 a
MIEN **IMPROVING** **LARGE OFFICE BUILDINGS**
Ignite **State House** **Happy bank clerks take great**
 delight in the coziness of their
 new quarters. Beautiful view
 of river may be had from roof

12 Point 15 A 27 a 5 Point 21 A 38 a
HONORARIUM **DELIGHTFUL SUMMER OUTINGS**
English lawyer **Numerous excursionists line deck**
found evidence **of palatial steamboat about to start**
 up the Hudson River. A syncopated
 jazz band will furnish dance music

9 and 54 Point carried in stock only at Foundry

Characters in Complete Font

A B C D E F
 G H I J K L M
 N O P Q R S
 T U V W X Y
 Z & \$ 1 2 3 4
 5 6 7 8 9 0
 a b c d e f g h i
 j k l m n o p q r
 s t u v w x y z
 . , - ' : ; ! ?

468

Gothic No. 578 (Inland Gothic)

Flattened curves on glyphs such as t, j, y, g, and r

Times Gothic

96 Point 3 A 4 a 30 Point 5 A 8 a 12 Point 13 A 25 a
Elk **BORN** **DESCENDING**
Might **Noted general**
 rescues friend
 from reservoir

34 Point 5 A 11 a 10 Point 14 A 28 a
SURGE **HERBIVOROUS**
Evicted **Required seven**
 acres of alfalfa
 for ninety cows

18 Point 7 A 14 a 8 Point 17 A 32 a
HUMORS **BRANDING HORSE**
Magician **Cowboy left young**
helps girl **mare with careful**
 old blacksmith on
 night of departure
 for southern coast

14 Point 11 A 20 a 6 Point 18 A 36 a
REQUIRING **SHREWD MANEUVERS**
Honest boys **Brave artillery officer**
aided baker **helped fellow soldiers**
 when large aeroplane
 bombed their position
 near the railroad yard

54 Point carried in stock only at Foundry

Characters in Complete Font

A B C D E F G H I J
 K L M N O P Q R S
 T U V W X Y Z & \$
 1 2 3 4 5 6 7 8 9 0
 a b c d e f g h i j k
 l m n o p q r s t u v
 w x y z ff fi fl ffi ffl
 . , - ' : ; ! ?

482

Times Gothic

Smooth shoulder connections and circular shaping.

Weights & Optical Sizes

Specific Optical Sizing from 12pt to 72pt (with instances for Text, Standard, and Display), with Weights 1 (Hairline) to 1000 (Ultra).

These are available in a single variable font and also in 72 separate static fonts.

	Display (≈72pt+)	Standard (≈24pt+)	Text (≈12pt+)
Ultra 1000	Name	Name	Name
Black 900	Name	Name	Name
ExtraBold 800	Name	Name	Name
Bold 700	Name	Name	Name
SemiBold 600	Name	Name	Name
Medium 500	Name	Name	Name
Regular 400	Name	Name	Name
Light 300	Name	Name	Name
ExtraLight 200	Name	Name	Name
Thin 100	Name	Name	Name
ExtraThin 50	Name	Name	Name
Hairline 1	Name	Name	Name

Italics

Italics are available across the entire Optical Size and Weight ranges.

	Display Italic (≈72pt+)	Standard Italic (≈24pt+)	Text Italic (≈12pt+)
Ultra 1000	<i>Name</i>	<i>Name</i>	<i>Name</i>
Black 900	<i>Name</i>	<i>Name</i>	<i>Name</i>
ExtraBold 800	<i>Name</i>	<i>Name</i>	<i>Name</i>
Bold 700	<i>Name</i>	<i>Name</i>	<i>Name</i>
SemiBold 600	<i>Name</i>	<i>Name</i>	<i>Name</i>
Medium 500	<i>Name</i>	<i>Name</i>	<i>Name</i>
Regular 400	<i>Name</i>	<i>Name</i>	<i>Name</i>
Light 300	<i>Name</i>	<i>Name</i>	<i>Name</i>
ExtraLight 200	<i>Name</i>	<i>Name</i>	<i>Name</i>
Thin 100	<i>Name</i>	<i>Name</i>	<i>Name</i>
ExtraThin 50	<i>Name</i>	<i>Name</i>	<i>Name</i>
Hairline 1	<i>Name</i>	<i>Name</i>	<i>Name</i>

Optical Sizing

Optimized spacing, geometry, construction, glyph forms, & weight distribution for sizes from under 12pt to 72pt and up. Consistent cap heights for simple, predictable use.

Between Display & Text, the Standard family is spaced and proportioned to work similarly to your favorite sans families. Use Name Sans Variable for the most optimized Optical Sizing from any size

between 12pt up to 72pt, or use the static fonts for more approximate optimization. As with all typography, the best style and treatment is context dependent, but also somewhat flexible, so do what feels right!

Display — Tight spacing, strict geometry, and a huge weight range. Great for logos, posters, and more. Best around 72pt and up.

Three Borough
Bridge & Tunnel

Standard — Versatile like the sans-serifs you already know and love. Great for headlines and signage. Best around 20pt and up.

Three Borough
Bridge & tunnel

Text — Spaced and proportioned to prioritize readability in text sizes, user interfaces, and far-away signage. Best around 12pt and up.

Three Borough
Bridge & tunnel

OpenType Features

Name Sans includes many features that allow you to craft your typography for maximum utility and impact.

Shown here are the features that can be readily controlled in most professional software.

Tag	Feature	Off (Default)	On
case	Case-Sensitive Forms	¿H)/I@I—	¿H)/I@I—
numr	Numerators	H1234567890	H ¹²³⁴⁵⁶⁷⁸⁹⁰
dnom	Denominators	H1234567890	H ₁₂₃₄₅₆₇₈₉₀
frac	Fractions	1/2 7/89 12/345	½ 7/89 12/345
liga	Ligatures for Arrows	--> >: N :-> <----< <--	→ ➤ N ➤ ← ←← ←
ordn	Ordinals	1ST 3rd 1a	1 st 3 rd 2 ^a
sup	Superscript	1ST 3rd 1a H12345...	1 st 3 rd 2 ^a H ¹²³⁴⁵⁶⁷⁸⁹⁰
sub	Subscript	H1234567890	H ₁₂₃₄₅₆₇₈₉₀
titl	Titling Caps	Ä Ü Ö	Ⓐ Ⓚ Ⓞ
tnum	Tabular Figures	\$1234567890	\$ ¹²³⁴⁵⁶⁷⁸⁹⁰
onum	Oldstyle Figures	n1234567890	n ¹²³⁴⁵⁶⁷⁸⁹⁰
zero	Slashed Zero	H0123 n0123	H ⁰ 123 n ⁰ 123
ss01	Brutalist Punctuation	“Unordinary!”	"Unordinary!"
ss02	Rectangular Uppercase	QUÉBEC	QUÉBEC
ss03	Grotesque 'R'	Ripe Rind	Ripe Rind
ss04	Serif Uppercase 'I'	Intense	Intense
ss05	Simplified Lowercase 'l'	Millenial	Millenial
ss06	Simplified 'G'	Gardens	Gardens
ss07	Simplified 'g'	Rigging	Rigging
ss08	Double-story 'g'	Digging	Digging
ss09	Single-story 'a'	Variation	Variation
ss10	Double-story 'a' in Italics	<i>Variation</i>	<i>Variation</i>
ss11	Simplified 't'	Attempt	Attempt
ss12	Simplified 'y'	Hyponym	Hyponym
ss13	Simplified 'j'	Skipjack	Skipjack
ss14	High-legibility '6' & '9'	1969 6/9	1969 6/9
ss15	Blackletter 'ß'	Mauerstraße	Mauerstraße
ss16	Ligated 'IJ'	GLIJGOOTJE	GLIJGOOTJE
ss17	Titling Uppercase Umlauts	Ä Ü Ö	Ⓐ Ⓚ Ⓞ
ss19	Grotesque 'R' in Display*	Reality	Reality
ss20	Alts 'I, l, g' in Text*	Illegal	Illegal

*In AT Name Sans Variable, these auto features are not yet supported by all apps (e.g. InDesign).

**Rectangular Caps
(Stylistic Set 2)**

To better capture the variety of subway mosaic signage, Name Sans includes Rectangular Caps as Stylistic Set 2. With this feature activated, round capital letters get flattened sides and slightly-condensed

proportions. Designed to work seamlessly with the rest of Name Sans, the Rectangular Caps work in uppercase and mixed-cased typesetting, offering additional typographic range to the family.

A B B C C D D
E E F G G H I J K
L M M N N O O P P
Q Q R R R S T U U
V W W X Y Z

Rutland Road Lincoln Center
Sutter Avenue Coney Island
Roosevelt Island Eighth Street
New York University Washington
Square **Rockefeller Center** Port
Authority Bus Terminal **Atlantic**
Avenue Barclays Center Brooklyn
Bridge City Hall **Pennsylvania**
Avenue Christopher Street
Sheridan Square Roosevelt Island
Broadway Junction Dyckman
Street **Bowling Green** Ocean
Parkway **Borough Hall**

**Nassau, Beach,
Nostrand, DeKalb,
Winthrop, Parkside,
Pennsylvania, Franklin,
Broadway-Lafayette,
Aquarium, Central Park,
Clinton-Washington,
Grand, Chauncey,
Halsey, Classon, Ditmas,
Marcy, Ralph**

**Tabular Numerals
(tnum feature)**

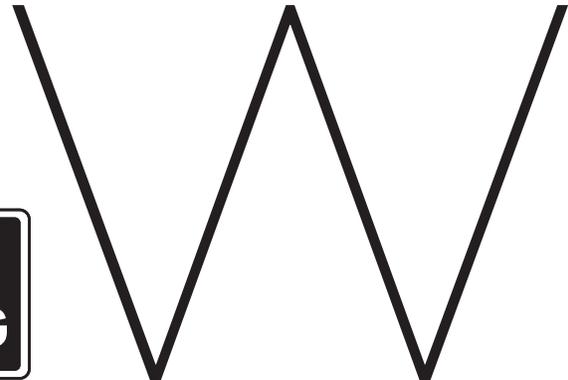
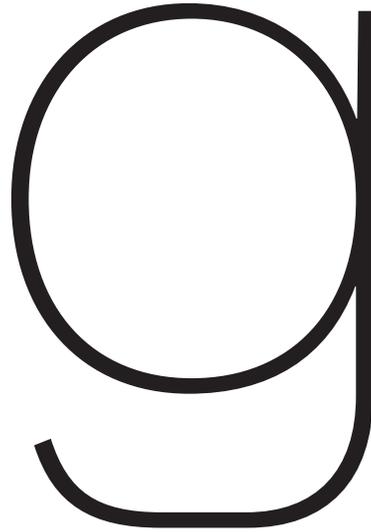
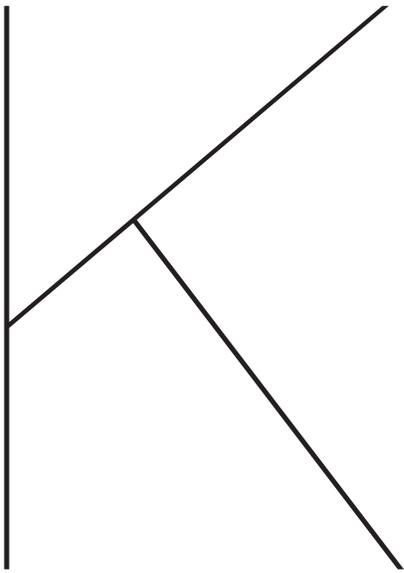
Tabular numerals maintain widths across weights to make columns align in tables, measurements, financial data, and more.

9 8 7 6 5

4 3 2 1 0

0 1 2 3 4

5 6 7 8 9



The next

STANDPIPE
SHUT OFF VALVE
LOCATED FT.
OPPOSITE THIS
SIGN

stop is

15TH St.

Prospect

Park.



BUSINESS HOURS

MON	■	TO	■
TUES	■	TO	■
WED	■	TO	■
THURS	■	TO	■
FRI	■	TO	■
SAT	■	TO	■
SUN	■	TO	■

THANK YOU!

Display ExtraBold

We are



being

**BUSHWICK
COFFEE SHOP**
Breakfast, Lunch, Dinner

delayed

because of

train traffic

ahead


**WILLIAMSBURG
VINTAGE**
20-90



of us.

Stand
clear of
the closing
doors—
please.

FRUITS &
VEGETABLES

RIVERDALE MARKET

SINCE
1987



REGISTERED

NO. 1234567890
STATE OF NEW YORK
MOTOR VEHICLE
REPAIR SHOP

WARNING

ILLEGALLY PARKED CARS WILL BE
TOWED AT THE VEHICLE
OWNER'S EXPENSE.

CARS CAN BE FOUND AT
ARROW TOWING
20-20 FUTURE FONTS ST.
BROOKLYN, NY

TOW & DROP FEE:
\$100

THANK YOU!

CANARSIE
★ TRANSIT MIX ★



The *next*
stop is



Morgan
Av.

FLATBUSH CLEANERS

78-99

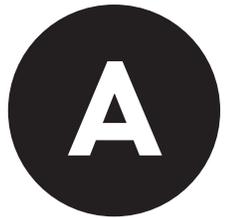
PROFESSIONAL DRY CLEANING
AND ALTERNATIONS

FONT AVE

LOWER EAST SIDE
PIZZA

SINCE 1976

This is the
last stop
on this train.



Midtown Grocery

MAGAZINES &
NEWSPAPER

SANDWICHES,
SODA, COFFEE

COLD CUTS &
ICE CREAM

SNACKS &
BEER



ROCKAWAY DINER



B K k y n

N Y



Metropolitan Av
Fresh Pond Rd
Forest Av
Seneca Av
Myrtle-Wyckoff Avs
Knickerbocker Av
Central Av
Myrtle Av
Flushing Av
Lorimer St
Hewes St
Marcy Av
Delancey St
Essex St
Broadway-Lafayette St
W 4 St
Washington Sq
14 St
23 St
Herald Sq
42 Bryant Pk
47-50 Sts
Rockefeller Ctr
5 Av/53 St

Lexington Av/53 St
Court Sq-23 St
Queens Plaza
36 St
Steinway St
46 St
Northern Blvd
65 St
Elmhurst Av
Grand Av Newton
Woodhaven Blvd
63 Dr-Rego Park
67 Av
Forest Hills 71 Av



Bay Ridge 95 St

86 St

77 St

Bay Ridge Av

59 St

53 St

45 St

25 St

Prospect Av

4 Av-9 St

Union St

Atlantic Av-Barclays Ctr

DeKalb Av

Jay St-MetroTech

Court St

Whitehall St

South Ferry

Rector St

Cortlandt St

City Hall

Canal St

Prince St

8 St-NYU

23 St

28 St

34 St Herald Sq

49 St

57 St-7 Av

5 Av/59 St

Lexington Av/59 St

Queens Plaza

36 St

Steinway St

46 St

Northern Blvd

65 St

Elmhurst Av

Grand Av Newton

Woodhaven Blvd

63 Dr-Rego Park

67 Av

Forest Hills 71 Av



Standard Thin

Flatbush Av
Brooklyn College
Newkirk Av
Beverly Rd
Church Av
Winthrop St
Sterling St
President St
Franklin Av
Eastern Pkwy
Brooklyn Museum
Grand Army Plaza
Bergen St
Atlantic Av-Barclays Ctr
Nevins St
Borough Hall
Bowling Green
Wall St
Fulton St
Brooklyn Bridge City Hall
Grand Central 42 St
59 St
86 St

125 St
136 St-Grand Concourse
3 Av-149 St
Jackson Av
Prospect Av
Intervale Av
Simpson St
Freeman St
174 St
West Farms Sq
E 180 St
Morris Park
Pelham Pkwy
Gun Hill Rd
Baychester Av
Eastchester Dyre Av



The completion of the rapid transit railroad in the boroughs of Manhattan and The Bronx, which is popularly known as *The Subway*, has demonstrated that underground railroads can be built beneath the congested streets of the city, and has made possible in the near future a comprehensive system of subsurface transportation extending throughout the wide territory of Greater New York.

**STOCK
CLEARANCE
75% OFF
EVERYTHING
MUST GO!**

In March, 1900, when the Mayor with appropriate ceremonies broke ground at the Borough Hall, in Manhattan, for the new road, there were many well-informed people, including prominent financiers and experienced engineers, who freely prophesied failure for the enterprise, although the contract had been taken by a most capable contractor, and one of the best known banking houses in America had committed itself to finance the undertaking.

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 hinder speedy decisions. The experience of the elevated railroad corporations in building their lines had shown the uncertainty of depending upon legal precedents. It was not, at that time, supposed that the abutting property owners would have any legal ground for complaint against the elevated structures, but the courts found new laws for new conditions and spelled out new property rights of light, air, and access, which were made the basis for a volume of litigation unprecedented in the courts of any country.

An underground railroad was a new condition. None could say that the abutting property owners might not find rights substantial enough, at least, to entitle them to their day in court, a day which, in this State, might stretch into many months, or even several years. Owing to the magnitude of the work, delay might easily result in failure. An eminent judge of the New York Supreme Court had emphasized the uncertainties of the situation in the following language: *“Just what are the rights of the owners of property abutting upon a street or avenue, the fee in and to the soil underneath the surface of which has been acquired by the city of*

New York, so far as the same is not required for the ordinary city uses of gas or water pipes, or others of a like character, has never been finally determined. We have now the example of the elevated railroad, constructed and operated in the city of New York under legislative and municipal authority for nearly twenty years,

CAUTION
**DOOR SWINGS
OUTWARD**

Text Regular & Italic

It is true, that the city undertook “to secure to the contractor the right to construct and operate, free from all rights, claims, or other interference, whether by injunction, suit for damages, or otherwise on the part of any abutting owner or other person.” But another eminent judge of the same court had characterized this as “a condition absolutely impossible of fulfillment,” and had said: “How is the city to prevent interference with the work by injunction? That question lies with the courts; and not with the courts of this State alone, for there are cases without doubt in which the courts of the United States would have jurisdiction to act, and when such jurisdiction exists they have not hitherto shown much reluctance in acting.... That legal proceedings will be undertaken which will, to some extent at least, interfere with the progress of this work seems to be inevitable...”

Another difficulty was that the Constitution of the State of New York limited the debt-incurring power of the city. The capacity of the city to undertake the work had been much discussed in the courts, and the Supreme Court of the State had disposed of that phase of the situation by suggesting that it did not make much difference to the municipality whether or not the debt limit permitted a contract for the work, because if the limit should be exceeded, “no liability could possibly be imposed upon the city;” a view which might comfort the timid taxpayers but could hardly be expected to give confidence to the capitalists who might undertake the execution of the contract.

Various corporations, organized during the thirty odd years of unsuccessful attempts by the city to secure underground rapid transit, claimed that their franchises gave them vested rights in the streets to the exclusion of the new enterprise, and they were prepared to assert their rights in the courts. (*The Underground Railroad Company of the City of New York sought to enjoin the building of the road and carried their contest to the Supreme Court of the United States which did not finally decide the questions raised until March, 1904, when the subway was practically complete.*)

Rival transportation companies stood ready to obstruct the work and encourage whomever might find objection to the building of the road.

New York has biennial elections. The road could not be completed in two years, and the attitude of one administration might not be the attitude of its successors.

The engineering difficulties were well-nigh appalling. Towering buildings along the streets had to be considered, and the streets themselves were already occupied with a complicated network of subsurface structures, such as sewers, water and gas mains, electric cable conduits, electric surface railway conduits, telegraph and power conduits, and many vaults extending out under the streets, occupied by the abutting property owners. On the surface were street railway lines carrying a very heavy traffic night and day, and all the thoroughfares in the lower part of the city were congested with vehicular traffic.

Finally, the city was unwilling to take any risk, and demanded millions of dollars of security to insure the completion of the road according to the contract, the terms of which were most exacting down to the smallest detail.

The builders of the road did not underestimate the magnitude of the task before them. They retained the most experienced experts for every part of the work and, perfecting an organization in an incredibly short time, proceeded to surmount and sweep aside difficulties. The result is one of which every citizen of New York may feel proud. Upon the completion of the road the city will own the best constructed and best equipped intraurban rapid transit railroad in the world. The efforts of the builders have not been limited by the strict terms of the contract. They have striven, not to equal the best devices, but to improve upon the best devices used in modern electrical railroading, to secure for the traveling public safety, comfort, and speedy transportation.

The road is off the surface and escapes the delays incident to congested city streets, but near the surface and accessible, light, dry, clean, and well ventilated. The stations and approaches are commodious, and the stations themselves furnish conveniences to passengers heretofore not heard of on intraurban lines. There is a separate express service, with its own tracks, and the stations are so arranged that passengers may pass from local trains

to express trains, and vice versa, without delay and without payment of additional fare. Special precautions have been taken and devices adopted to prevent a failure of the electric power and the consequent delays of traffic. An electro pneumatic block signal system has been devised, which excels any system heretofore used and is unique in its mechanism. The third rail for conveying the electric current is covered, so as to prevent injury to passengers and employees from contact. Special emergency and fire alarm signal systems are installed throughout the length of the road. At a few stations, where the road is not near the surface, improved escalators and elevators are provided. The cars have been designed to prevent danger from fire, and improved types of motors have been adopted, capable of supplying great speed combined with complete control. Strength, utility, and convenience have not alone been considered, but all parts of the railroad structures and equipment, stations, power house, and electrical sub-stations have been designed and constructed with a view to the beauty of their appearance, as well as to their efficiency.

The completion of the subway marks the solution of a problem which for over thirty years baffled the people of New York City, in spite of the best efforts of many of its foremost citizens. An extended account of Rapid Transit Legislation would be out of place here, but a brief glance at the history of the Act under the authority of which the subway has been built is necessary to a clear understanding of the work which has been accomplished. From 1850 to 1865 the street surface horse railways were sufficient for the requirements of the traveling public. As the city grew rapidly, the congestion spreading northward, to and beyond the Harlem River, the service of surface roads became entirely inadequate. As early as 1868, forty-two well known business men of the city became, by special legislative Act, incorporators of the New York City Central Underground Railway Company, to build a line from the City Hall to the Harlem River. The names of the incorporators evidenced the seriousness of the attempt,

but nothing came of it. In 1872, also by special Act, Cornelius Vanderbilt and others were incorporated as The New York City Rapid Transit Company, to build an underground road from the City Hall to connect with the New York & Harlem Road at 59th Street, with a branch to the tracks of the New York Central Road. The enterprise was soon abandoned. Numerous companies were incorporated in the succeeding

years under the general railroad laws, to build underground roads, but without results; among them the Central Tunnel Railway Company in 1881, The New York & New Jersey Tunnel Railway Company in 1883, The Terminal Underground Railway Company in 1886, The Underground Railroad Company of the City of New York (a consolidation of the last two companies) in 1896, and The Rapid Transit Underground Railroad Company in 1897.

All attempts to build a road under the early special charter and later under the general laws having failed, the city secured in 1891 the passage of the Rapid Transit Act under which, as amended, the subway has been built. As originally passed it did not provide for municipal ownership. It provided that a board of five rapid transit railroad commissioners might adopt routes and general plans for a railroad, obtain the consents of the local authorities and abutting property owners, or in lieu of the consents of the property owners the approval of the Supreme Court; and then, having adopted detail plans for the construction and operation, might sell at public sale the right to build and operate the road to a corporation, whose powers and duties were defined in the Act, for such period of time and on such terms as they could. The Commissioners prepared plans and obtained the consents of the local authorities. The property owners refused their consent; the Supreme Court gave its approval in lieu thereof, but upon inviting bids the Board of Rapid Transit Railroad Commissioners found no responsible bidder.

The late Hon. Abram S. Hewitt, as early as 1884, when legislation for underground roads was under discussion, had urged municipal ownership. Speaking in 1901, he said of his efforts in 1884:

“It was evident to me that underground rapid transit could not be secured by the investment of private capital, but in some way or other its construction was dependent upon the use of the credit of the City of New York. It was also apparent to me that if such credit were used, the property must belong to the city. In as much as it would not be safe for the city to undertake the construction itself, the intervention of a contracting company appeared indispensable. To secure the city against



Weights

Glyphs are a mixture of rigid geometry & grotesque liveliness. Weights go from ultra thick to super thin.

ä ñ ß k

e m w

g ø ç x t

144 Point (Display)

Bedford

96 Point (Display)

Nostrand

32 Point (Standard)

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 (Text)

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

9 Point (Text)

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144 Point (Display)

Church

96 Point (Display)

Saratoga

32 Point (Standard)

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9 Point (Text)

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144 Point (Display)

DeKalb

96 Point (Display)

Chambers

32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Bowery

96 Point (Display)

City Hall

32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Classson

96 Point (Display)

Lafayette

32 Point (Standard)

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144 Point (Display)

Rector

96 Point (Display)

President

32 Point (Standard)

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144 Point (Display)

Morgan

96 Point (Display)

Roosevelt

32 Point (Standard)

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144 Point (Display)

Ditmas

96 Point (Display)

Borough Hall

32 Point (Standard)

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144 Point (Display)

Lorimer

96 Point (Display)

Ft. Hamilton

32 Point (Standard)

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144 Point (Display)

Houston

96 Point (Display)

Metropolitan

32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Seneca

96 Point (Display)

Eastern Pwky

32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Newkirk

96 Point (Display)

Cortland

32 Point (Standard)

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