

By Grand Central Station I Sat Down And Wept

A New York Times Notable Book Whether Lee Stringer is describing "God's corner" as he calls 42nd Street, or his friend Suzy, a hooker and "past due tourist" whose infant child he sometimes babysits, whether he is recounting his experiences at Street News, where he began hawking the newspaper for a living wage, then wrote articles, and served for a time as muckraking senior editor, whether it is his adventures in New York's infamous Tombs jail, or performing community service, or sleeping in the tunnels below Grand Central Station by night and collecting cans by day, this is a book rich with small acts of kindness, humor and even heroism alongside the expected violence and desperation of life on the street. There is always room, Stringer writes, "amid the costume" jewel glitter...for one more diamond in the rough." Two events rise over Grand Central Winter like sentinels: Stringer's discovery of crack cocaine and his catching the writing bug. Between these two very different yet oddly similar activities, Lee's life unwound itself, during the 1980s, and took the shape of an odyssey, an epic struggle to find meaning and happiness in arid times. He eventually beat the first addiction with help from a treatment program. The second addiction, writing, has hold of him still. Among the many accomplishments of this book is that Stringer is able to convey something of the vitality and complexity of a down—and—out life. The reader walks away from it humming its melody, one that is more wise than despairing, less about the shame we feel when confronted with a picture of those less fortunate, and more about the joy we feel when we experience our shared humanity.

Presents short stories that all take place in and around New York City's Grand Central Station on the day after World War II ends, including contributions from such authors as Melanie Benjamin, Sarah Jio, and Amanda Hodgkinson.

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Excerpt from Rules of the Grand Central Station and Harlem Line, for the Government of the Employes: Superseding All Existing Orders or Instructions Inconsistent Therewith; To Take Effect January 1, 1904 Obedience to the rules is essential to the safety of Passengers and Employes, and to the protection of property. The service demands the faithful, intelligent and courteous discharge of duty. To obtain promotion capacity must be shown for greater responsibility. Employes are advised that, in accepting employ ment, they assume the accompanying risks, and are expected to look after, and be responsible for, their own safety, as well as to exercise the utmost caution to avoid injury to others. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

Get Free By Grand Central Station I Sat Down And Wept

Built in the heart of the Empire City is the world's greatest and most iconic railway terminal. A colossal Beaux-Arts style transport nexus, Grand Central Terminal was completed in 1913 from the legacy of the railroad tycoon Cornelius Vanderbilt. The terminal quickly became vital to travel and today accommodates 750,000 people daily. This book documents the construction of Grand Central Terminal, the former Grand Central Depot (1871) and Grand Central Station (1900), and illuminates the incredible story of the terminal that revolutionized transport, developed Midtown Manhattan, and opened railroad access to suburban areas.

By Grand Central Station I Sat Down and Wept
By Grand Central Station I Sat Down and Wept : Holograph, 1941 [manuscript]
By Grand Central Station I Sat Down and Wept and the Assumption of the Rogues & Rascals
GRAND CENTRAL STATION Before I Even Got to Grand Central Station I Sat Down and Wept
Scorpion Publishing
When Jackie Saved Grand Central
The True Story of Jacqueline Kennedy's Fight for an American Icon
Hmh Books for Young Readers

When Tina S. meets April, a teenage runaway, she thinks she's found her best friend. She leaves behind her dysfunctional family to join April in the tunnels of Grand Central Station amidst the homeless and drug addicted. Soon she's bingeing on crack--just like April--and stealing, scamming and panhandling to support her habit and to survive on the streets. In her own words, she describes her descent into crack addiction, being raped in the tunnels, her several arrests and jail terms and her grief and guilt over the death of April, whom she'd come to love. Finally faced with the reality that she might not make it through one more day, Tina takes her first difficult steps towards a normal life. With the help of a homeless advocate and his wife, a gay uncle dying of AIDS, and the woman who was to become her co-author on this book, Tina turns her life around and makes her way back to the world of the living.

The first time Peter rides the train to New York alone, his uncle isn't there to meet him, and before he arrives, Peter learns a great deal about Grand Central Station.

Opened in 1913, Grand Central Terminal is a world-famous landmark building with a magnificent 48-foot-high, 1,500-ton statuary group on top of the main facade. Designed by sculptor Jules-Felix Coutan, a 13-foot-wide Tiffany clock serves as the centerpiece. The figure above the clock is Mercury, with Hercules to the left and Minerva to the right. In the late 1990s, a historic restoration was performed on the terminal after which two cast-iron eagle statues were placed over entrances at Lexington Avenue and Forty-Second Street/Vanderbilt Avenue. These eagles were from the 1898 Grand Central Station building that was demolished in 1910 to make room for the construction of the new Grand Central Terminal structure. Penn Station, which opened in 1910, covered two full city blocks and had statuary groups, designed by sculptor Adolph Weinman, on all four sides of the building. After Penn Station was demolished in the mid-1960s, the statuary was dispersed throughout various locations, mainly in the Northeast.

The little-known true story of Jackie Kennedy's role in saving New York City's Grand Central Terminal is revealed in this dramatic and beautiful picture book.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 35. Chapters: Grand Central Terminal, Michigan Central Station, Asbury Park Convention Hall,

Poughkeepsie, Chelsea Piers, New York Yacht Club, Ritz-Carlton Montreal, Royal Hawaiian Hotel, Mayflower Hotel, New York Biltmore Hotel, Helmsley Building, Paramount Theatre, Yonkers, FDR Suite at Adams House, Harvard University, Warren and Wetmore, Pier 54, Hyde Park Railroad Station, CBS Studio Building, Norwood Gardens, Tuxedo Club, Providence Biltmore, 927 Fifth Avenue, Union Station, Aeolian Hall, Mackay Estate Dairyman's Cottage, James A. Burden House. Excerpt: Grand Central Terminal (GCT) - often incorrectly called Grand Central Station, or shortened to simply Grand Central - is a terminal station at 42nd Street and Park Avenue in Midtown Manhattan in New York City, United States. Built by and named for the New York Central Railroad in the heyday of American long-distance passenger trains, it is the largest train station in the world by number of platforms: 44, with 67 tracks along them. They are on two levels, both below ground, with 41 tracks on the upper level and 26 on the lower, though the total number of tracks along platforms and in rail yards exceeds 100. When the Long Island Rail Road's new station opens in 2016 (see East Side Access), Grand Central will offer a total of 75 tracks and 48 platforms. The terminal covers an area of 48 acres (19 ha). The terminal serves commuters traveling on the Metro-North Railroad to Westchester, Putnam, and Dutchess counties in New York State, and Fairfield and New Haven counties in Connecticut. Although the terminal has been properly called "Grand Central Terminal" since 1913, many people continue to refer to it as "Grand Central Station." "Grand Central Station" is the name of the nearby post office, as well as the name of a previous rail station on the site, and it is also used to...

A rich, illustrated - and entertaining -- history of the iconic Grand Central Terminal, from one of New York City's favorite writers, just in time to celebrate the train station's 100th fabulous anniversary. In the winter of 1913, Grand Central Station was officially opened and immediately became one of the most beautiful and recognizable Manhattan landmarks. In this celebration of the one hundred year old terminal, Sam Roberts of The New York Times looks back at Grand Central's conception, amazing history, and the far-reaching cultural effects of the station that continues to amaze tourists and shuttle busy commuters. Along the way, Roberts will explore how the Manhattan transit hub truly foreshadowed the evolution of suburban expansion in the country, and fostered the nation's westward expansion and growth via the railroad. Featuring quirky anecdotes and behind-the-scenes information, this book will allow readers to peek into the secret and unseen areas of Grand Central -- from the tunnels, to the command center, to the hidden passageways. With stories about everything from the famous movies that have used Grand Central as a location to the celestial ceiling in the main lobby (including its stunning mistake) to the homeless denizens who reside in the building's catacombs, this is a fascinating and, exciting look at a true American institution.

"This study argues for the influence of Friedrich Nietzsche's philosophy on Elizabeth Smart's novel, *By Grand Central Station I Sat Down and*

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Wept. Following Goran Hermeren's guidelines for an influence argument, I argue the case for Smart's contact with Nietzsche's work, similarities between his work and Smart's novel, and the effect of his work on Smart's novel. Nietzsche's conception of tragedy applies to and describes the novel surprisingly well, explaining certain similarities between the authors' works while identifying another of the text's many genres. The argument is largely based on circumstantial evidence, but its cumulative force is highly suggestive of a hitherto unrecognized philosophical complexity in Smart's novel." --

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