

# 3 Optical Sizes, 12 Weights

Display  
Standard  
Text

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

Name  
Sans

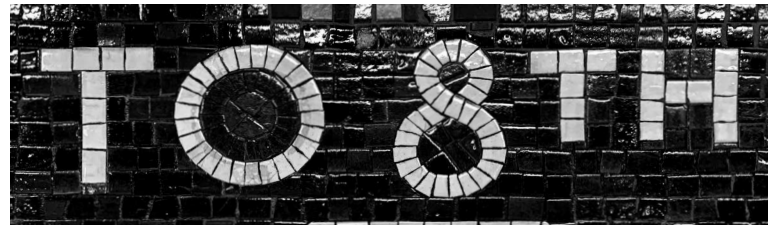
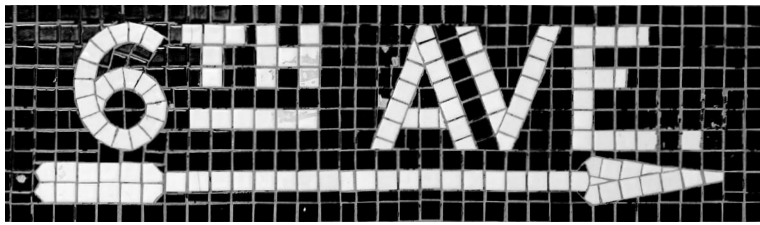
**Name Sans is a modern interpretation of the tile mosaic name tablets of the New York City subway. The architects and craftspeople who laid these tiles used a letter construction that was part geometric and part grotesque, with optical corrections often either exaggerated or totally ignored. Name Sans 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.

At once anonymous & full of personality, naïve & elegant, geometric & rigid.

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.

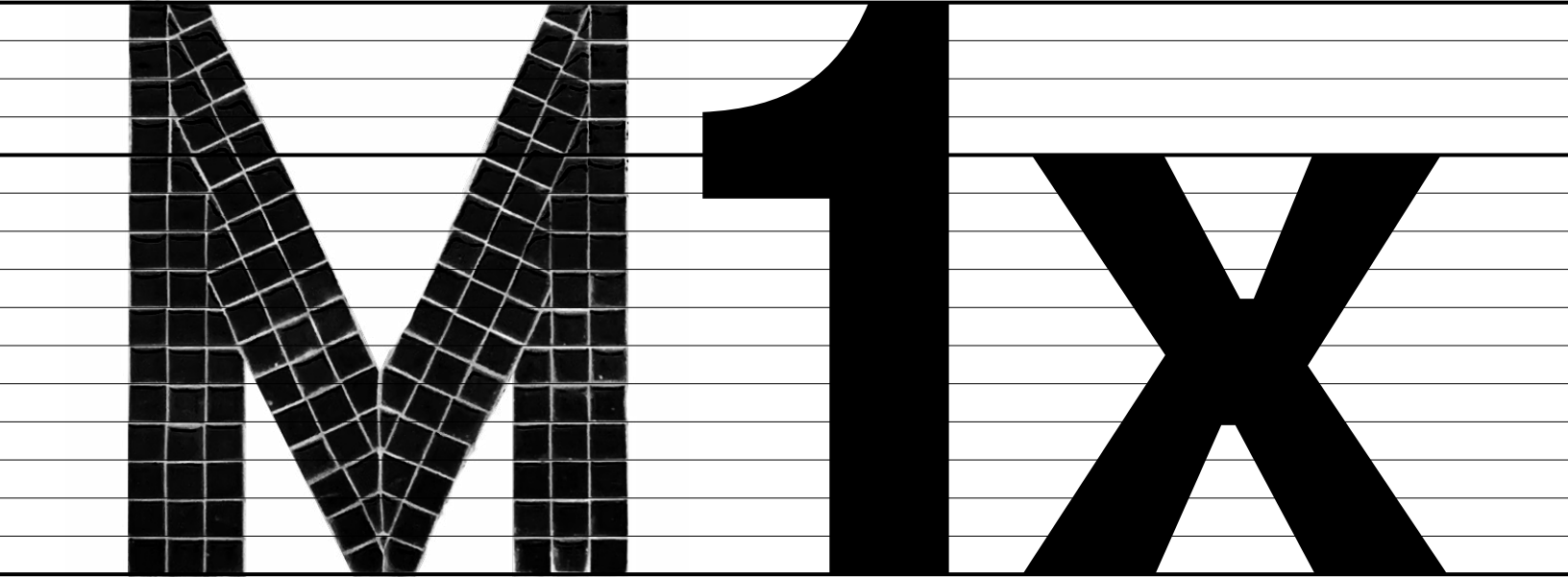


## Framework

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.



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).

72 Point

3 A 4 a

Rail

60 Point

3 A 4 a

Bird

48 Point

3 A 4 a

MIEN

48 Point

3 A 4 a

Ignite

42 Point

3 A 5 a

EIDER

42 Point

3 A 5 a

nited

36 Point

4 A 6 a

BOUGH

36 Point

4 A 6 a

Knights

30 Point

4 A 8 a

NOMADS

30 Point

4 A 8 a

Exporting

24 Point

5 A 10 a

BONUS

24 Point

5 A 10 a

Distinct

18 Point

8 A 16 a

REIGNED

18 Point

8 A 16 a

Magnifies

14 Point

12 A 23 a

IMPROVING

14 Point

12 A 23 a

State House

12 Point

15 A 27 a

HONORARIUM

12 Point

15 A 27 a

English lawyer found evidence

10 Point

16 A 30 a

MARINE GUARD

10 Point

16 A 30 a

Naval destroyers anchor in harbor to guard interests

8 Point

20 A 38 a

EMINENT POLITICIAN

8 Point

20 A 38 a

Great crowds welcome soldiers on return from battlefields of Flanders

6 Point

24 A 44 a

LARGE OFFICE BUILDINGS

6 Point

24 A 44 a

Happy bank clerks take great delight in the coziness of their new quarters. Beautiful view of river may be had from roof

5 Point

21 A 38 a

DELIGHTFUL SUMMER OUTINGS

5 Point

21 A 38 a

Numerous excursionists line deck of palatial steamboat about to start up the Hudson River. A syncopated jazz band will furnish dance music

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

96 Point

3 A 4 a

Elk

84 Point

3 A 4 a

Rut

72 Point

3 A 4 a

Kite

60 Point

3 A 4 a

Build

48 Point

3 A 5 a

Sleigh

42 Point

3 A 6 a

Depths

36 Point

3 A 6 a

Nautical

30 Point

5 A 8 a

BORN

30 Point

5 A 8 a

Might

24 Point

5 A 11 a

SURGE

24 Point

5 A 11 a

Evicted

18 Point

7 A 14 a

HUMORS

18 Point

7 A 14 a

Magician helps girl

14 Point

11 A 20 a

REQUIRING

14 Point

11 A 20 a

Honest boys aided baker

12 Point

12 A 25 a

DESCENDING

12 Point

12 A 25 a

Noted general rescues friend from reservoir

10 Point

14 A 28 a

HERBIVOROUS

10 Point

14 A 28 a

Required seven acres of alfalfa for ninety cows

8 Point

17 A 32 a

BRANDING HORSE

8 Point

17 A 32 a

Cowboy left young mare with careful old blacksmith on night of departure for southern coast

6 Point

18 A 36 a

SHREWD MANEUVERS

6 Point

18 A 36 a

Brave artillery officer helped fellow soldiers when large aeroplane bombed their position near the railroad yard

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 fm fn  
. , - ' : ; ! ?

482

Times Gothic

Smooth shoulder connections and circular shaping.

Weights & Optical Sizes

Specific Optical Sizing from 12pt to 96pt (with instances for Text, Standard, and Display), with Weights 1 (Hairline) to 1000 (Ultra).

	Display	Standard	Text
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
Hairline 1	Name	Name	Name

## Optical Sizing

Optimized spacing, geometry, construction, glyph forms, & weight distribution for sizes from under 12pt to 96pt 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.

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**Display** — Tight spacing and strict geometry for large sizes – best above 72pt

**Triborough**  
Bridge & tunnel

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**Standard** — Versatile like your favorite sans – best for medium-sized text

**Triborough**  
Bridge & tunnel

---

**Text** — Spaced and proportioned to prioritize readability – best up to 24pt

**Triborough**  
Bridge & tunnel

Also included are a useful array of characters supporting math, currencies, arrows, and ordinals.

This includes English, Spanish, French, Portuguese, German, Vietnamese, Italian, Polish, Icelandic, Danish, Hungarian, Czech, Croatian, and many more.

## Letter Uppercase Latin

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 ß À Á Â Ã Ä Å Æ Ç È É Ê  
Ë Ì Í Î Ï Ð Ñ Ò Ó Ô Õ Ö Ø Ù Ú Û Ü Ý Þ ¯ Ā Ă Ȧ Č Ď Đ Ě Ė Ę Ğ Ġ Ĩ Į İ Ĵ Ľ  
Ł Ł Ń Ņ Ñ Ò Ő Ű Ų Ţ Ť Ů Ū Ŭ Ů Ÿ Ž ž Ơ Ư Ẅ Ỡ Ạ Ǻ Ắ Ằ Ẳ Ẵ Ặ  
Ả Ặ ế Ẹ Ế Ễ Ể Ề Ễ Ệ Ỉ Ị Ỏ Ồ Ổ Ỗ Ỗ Ộ Ớ Ờ Ở Ỡ Ợ Ự Ử Ứ Ừ Ữ Ỡ Ỡ Ỡ

## Letter Lowercase Latin

[illegible]

### Alternate Uppercase Latin

B C Ç D E É Ê Ë Ì Í Î Ï Ñ Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ  
 Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ  
 Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ  
 Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ Ò Ó Ô Õ Ö Ø Ñ

### Alternate Lowercase Latin

Ạ Ạ Ỏ Ớ Ồ Ỡ Ỡ Ậ Ắ  
 Ằ Ằ Ẵ Ặ Ỉ Ị Ớ Ớ Ớ Ớ  
 Ớ Ớ Ớ Ớ Ớ Ớ Ớ Ớ Ớ Ớ

## Numbers, Proportional

**0 1 2 3 4 5 6 7 8 9**

## Numbers, Tabular

**0123456789**

## Punctuation & Symbols

@ & ! ; ? \* , . #  
: ; / \ . - \_ ... ( ) [ ] {  
} - \_ - - — | § © °  
¶ † ‡ ' " ™ ® " ' ' ,  
◊ “ ” , , , < > « » №

## Mathematics

**% + < = > ~ - ±  
^ ÷ % ∂ ∏ ∑ - √  
∫ ≈ ≠ ≤ ≥ Δ Ω μ π**

## Currencies

**\$ € £ ¥ ¢ f**

## Ordinals

<u>a</u>	<u>O</u>	<u>ST</u>	<u>ND</u>	<u>RD</u>	<u>TH</u>
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## Arrows

### Titling Uppercase Latin

Ä Ö Ü Ö Ü

## Accents

1128-5110

56



**Rectangular Caps  
(Stylistic Set 1)**

To better capture the variety of subway mosaic signage, Name Sans includes Rectangular Caps as Stylistic Set 1. 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.

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A B **B** C **C** D **D**  
E **E** F G **G** H I J K  
L M **M** N O **O** P **P**  
Q **Q** 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**

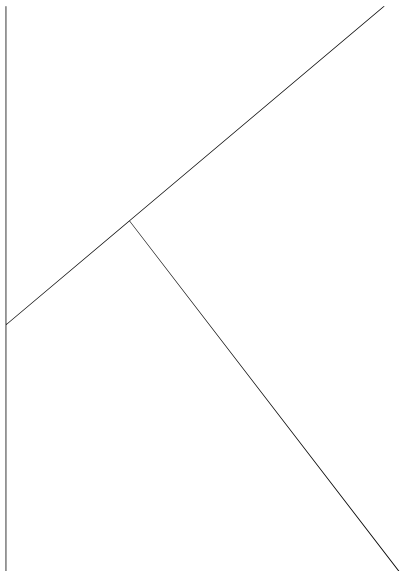
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**Nassau, Beach,  
Nostrand, DeKalb,  
Winthrop, Parkside,  
Pennsylvania, Franklin,  
Broadway-Lafayette,  
Aquarium, Central Park,  
Clinton-Washington,  
Grand, Chauncey,  
Halsey, Classon, Ditmas,  
Marcy, Ralph**

**Tabular Figures  
(tabl feature)**

Tabular figures 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



2

M

h

g

fi

WET PAINT

f c

NO  
PARKING

W

**The next  
stop is  
15<sup>TH</sup> St.  
Prospect  
Park.**

STANDPIPE  
SHUT OFF VALVE  
LOCATED    FT.  
OPPOSITE THIS  
SIGN

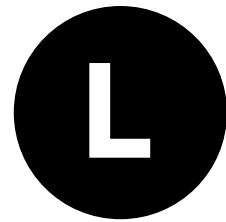


**BUSINESS HOURS**

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

**THANK YOU!**

**We are**



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

**being**

**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



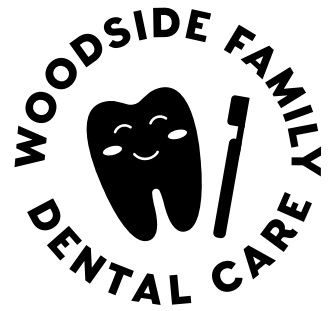
Morgan  
Av.

**FLATBUSH CLEANERS**

78-99

PROFESSIONAL DRY CLEANING  
AND ALTERNATIONS

FONT AVE



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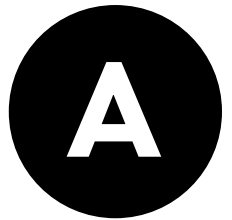
LOWER EAST SIDE  
**PIZZA**

---

SINCE 1976

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This is the  
last stop  
on this train.



## Midtown Grocery

MAGAZINES &  
NEWSPAPER



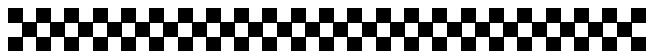
SANDWICHES,  
SODA, COFFEE



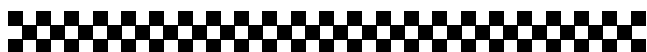
COLD CUTS &  
ICE CREAM



SNACKS &  
BEER



# ROCKAWAY DINER



**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

R

**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

5

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

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, [Pg 15]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 Tran[Pg 16]sit 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

Shapes are a mixture of rigid geometry & grotesque liveliness. Weights go from solidly thick to ridiculously thin.

ä ñ ß k

e m w

g ø Ç ×



---

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.**

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12 Point (Text)

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144 Point (Display)

**Church**

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96 Point (Display)

**Saratoga**

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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.**

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12 Point (Text)

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144 Point (Display)

**DeKalb**

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96 Point (Display)

**Chambers**

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32 Point (Standard)

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144 Point (Display)

**Bowery**

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96 Point (Display)

**City Hall**

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32 Point (Standard)

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144 Point (Display)

Classson

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96 Point (Display)

Lafayette

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32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Rector

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96 Point (Display)

President

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32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Morgan

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96 Point (Display)

Roosevelt

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32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Ditmas

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96 Point (Display)

Borough Hall

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32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Lorimer

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96 Point (Display)

Ft. Hamilton

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32 Point (Standard)

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144 Point (Display)

Houston

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96 Point (Display)

Metropolitan

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32 Point (Standard)

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12 Point (Text)

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144 Point (Display)

Seneca

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96 Point (Display)

Eastern Pwky

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32 Point (Standard)

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**144 Point (Display)**

Newkirk

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**96 Point (Display)**

Cortland

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