Commissioned in 1959 by the Port of Authority New York and New Jersey, the George Washington Bridge Bus Station provided a much needed commuter transportation hub for residents living in the suburbs of Northern New Jersey since its opening in 1963. Located in the Washington Heights neighborhood of upper Manhattan, the Bus Station is an architectural and structural gem designed by the celebrated Italian engineer Pier Luigi Nervi (1891-1979). In the nearly fifty years since its completion, the Bus Station has received a combination of praise and derision. Despite its pedigree and important role in the greater tri-state area, a full examination of its history, aesthetic, form and function has never been completed. This thesis contextualizes the Bus Station as part of a larger project to improve and overhaul the transportation infrastructure across the greater New York metropolitan area. It is an examination that explores the cultural, demographic and transportation shifts and developments on both sides of the Hudson River throughout much of the twentieth century. Along with an analysis of the Bus Station, this thesis explores how the philosophy and approach of Pier Luigi Nervi merged with the needs, politics and wants of the Port Authority of New York and New Jersey. Furthermore, the George Washington Bridge Bus Station is recognized for its intricately crafted reinforced concrete forms, signature details by the great Italian "master-builder." Yet, unlike many of his barrel-vaulted domes and expansive exhibition spaces, Nervi utilized a distinct multi-peak roofline for the George Washington Bridge Bus Station. This research examines construction and significance of one of Nervi's earliest American projects within the continuum of Nervi's career and the context of an aesthetic expression of engineering. The George Washington Bridge Bus Station is a distinct structure not just within New York, but within the greater scope of all of Nervi's work.
C Am C Am Bus station, at sun-up, lookin' for a new, place to go C Am He sips his coffie, and he pulls his ring, and thinks of how she looked years ago C Am C Am And she curls up, with a blanket, in a yellow, plastic seat C Am He touches her, and she looks out the window, at. an empty morning street Chorus: Am F C Well, he musta had a screw loose, in his head Am F C To end up like this after all he said F C F G C He lies to her, she kisses him, gettin' tired of love Bus station, at sun-up, she reads the ticket, in her hand It's a different name New Jersey Transit service from the George Washington Bridge bus station was also delayed, the agency said in an alert. Edit. Renovation of GWB bus station a warning for future projects. The George Washington Bridge Bus Station is a commuter bus terminal. Bus station. A bus station is a structure where city or intercity buses stop to pick up and drop off passengers. It is larger than a bus stop, which is usually simply a place on the roadside, where buses can stop located at the east end of the George Washington Bridge. George Washington Bridge. The George Washington Bridge is a suspension bridge spanning the Hudson River, connecting the Washington Heights neighborhood in the borough of Manhattan in New York City to Fort Lee, Bergen County, New Jersey. Interstate 95 and U.S. Route 1/9 cross the river via the George Washington Bridge. The station, connected to the George Washington Bridge by ramps, is a point of arrival and departure for commuters from northern New Jersey and Rockland County, Atlantic City gamblers and city children bound for summer camp in upstate New York. It replaced several bus loading areas when it opened in 1963, but its popularity waned with the expansion of the Port Authority Bus Terminal in the early 1980s. Homeless people congregated at the station in the middle of the night in the 1980s, giving the bus station a seedy aura that has never quite lifted.