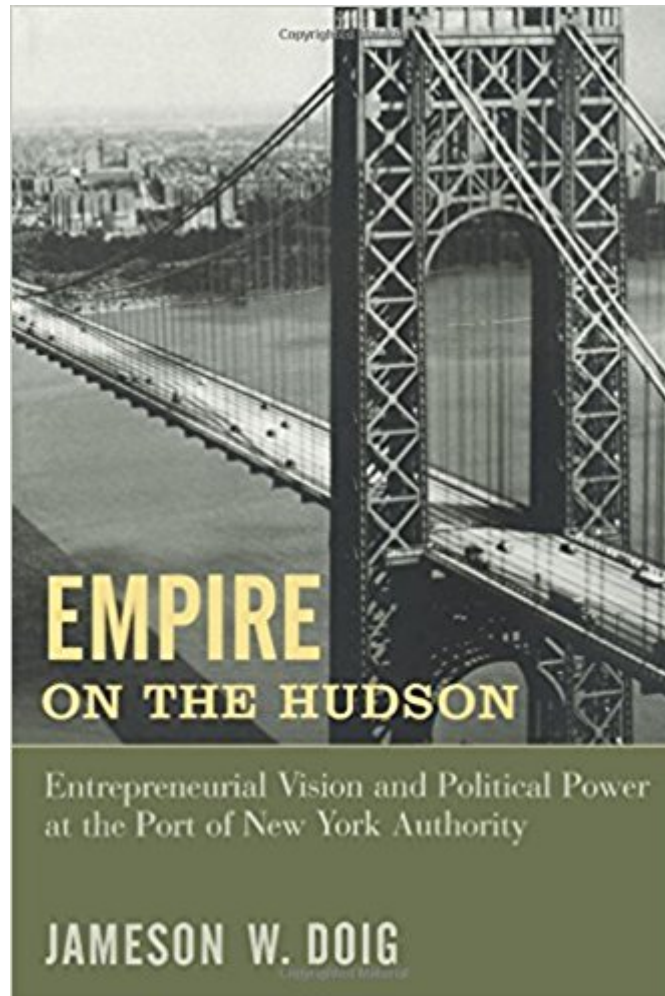




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Empire On The Hudson



Synopsis

Revered and reviled in almost equal amounts since its inception, the Port Authority of New York and New Jersey has been responsible for creating and maintaining much of New York and New Jersey's transportation infrastructure—the things that make the region work. Doig traces the evolution of the Port Authority from the battles leading to its creation in 1921 through its conflicts with the railroads and its expansion to build bridges and tunnels for motor vehicles. Chronicling the adroit maneuvers that led the Port Authority to take control of the region's airports and seaport operations, build the largest bus terminal in the nation, and construct the World Trade Center, Doig reveals the rise to power of one of the world's largest specialized regional governments. This definitive history of the Port Authority underscores the role of several key players—Austin Tobin, the obscure lawyer who became Executive Director and a true "power broker" in the bi-state region, Julius Henry Cohen, general counsel of the Port Authority for its first twenty years, and Othmar H. Ammann, the Swiss engineer responsible for the George Washington Bridge, the Bayonne and Goethels bridges, the Outerbridge Crossing, and the Lincoln Tunnel. Today, with public works projects stalled by community opposition in almost every village and city, the story of how the Port Authority managed to create an empire on the Hudson offers lessons for citizens and politicians everywhere.

Book Information

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Customer Reviews

Doig's precision and thoroughness are valuable. His passion for the role of public building in urban

life... is evident.... He writes with a detachment that gives him an authority over the subject matter. (New York Review of Books) This stirring, keenly-written history is filled with insiders' details and jousts with mayors, governors, and even a president. (Political Science Quarterly) A fascinating organizational biography... For its behind-the-scenes views of two of the New York area's vital public structures, the George Washington Bridge and the Port Authority Bus Terminal, the book deserves a permanent place in every construction and engineering library. (Engineering News Record)

Doig traces the evolution of the Port Authority from the battles leading to its creation in 1921 through its conflicts with the railroads and its expansion to build bridges and tunnels for motor vehicles. Chronicling the adroit maneuvers that led the Port Authority to take control of the region's airports and seaport operations, build the largest bus terminal in the nation, and construct the World Trade Center, Doig reveals the rise to power of one of the world's largest specialized regional governments.

The book is a terrific piece of history, well-researched and well-referenced. There are a lot of myths and misinformation about the PA, why it was founded, what its original mission was, how and why that mission evolved over time. This book provides a great source of documented facts. It's a fascinating story..

Great book for anyone interested in NYC history. Made a great gift.

If you're into history of NY this is an interesting book, politics and money wins all.

This book provides a pretty good history of the much-maligned Port Authority. One of the book's main strengths is Mr. Doig's ability to weave together biographies of key PA players with the pressing issues that have confronted the PA during its 80+ years. The PA was the first of the so-called authorities: deliberately established to avoid the usual political "game." As such, it has offended many important political leaders, clipping their wings on a range of issues. I think that Mr. Doig addresses this nicely, exposing the provincialism that is common in New York and New Jersey. On a critical note, I think that Mr. Doig spends a little too much time on abstract political theory.

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