

I'm not robot  reCAPTCHA

Continue

While many mobile apps and online maps may display transit lines, it is recommended to have at least a copy of the official metro map provided by its operator, MTA. The official map can be found on the MTA website. Physical cards are also available for free at ticket offices at each metro station. Because the map changes a couple of times a year (for example, due to station closures and repairs) be sure to get the latest card. It looks like this: The first thing I want to point out is that this map doesn't appeal to scale. Manhattan isn't that wide, and Staten Island isn't really that small. The map is deliberately distorted to highlight the subway lines, stations and connections between them. Stations may be further apart or closer to each other than they appear on this map. Thick, hard colored lines are obviously metro lines. You can also find on this map a few other commuter lines that are not officially part of the subway, such as Long Island Rail (LIRR) tracks, buses and AirTrains - but let's ignore those at this point. As you can see, no subway line ever leaves New York City, and there is no physical subway connection from Staten Island to the rest of the subway. Unlike many other subway systems around the world, there are no zones because you pay the same fare, no matter how far away or how long your trip is. The fare from one station to a nearby station (say, one minute's drive) is the same as traveling from one end of the map to the other (which can take two hours). The colored subway lines on the map indicate connected trains that share part of the common path. Here are the main lines: Train Services Line Name Express Local Broadway - 7th Avenue Lexington Ave. Flushing 8th Ave. 6th Avenue Broadway Nassau St. Canarsie Crosstown Various shuttles As you can see, each line has a name and a specific color. The 8th Ave line, for example, is always blue, while the Broadway line - 7th Ave is always red. Don't worry about line names too much. Even the locals often do not know the official name of this line (and you'll see later why). Each line has several services, each with one letter or a single number. We call these services simply trains. For example, within the Blue Line of 8th Avenue there are three services that A, C and E. These three services are grouped into this blue line of 8th Avenue because they share a common tunnel/avenue/street at some point on their way (8th Avenue). However, these three trains have different start-up and/or end stations. Similarly, 1, 2 and 3 services on the red Broadway-7th Avenue line run along Broadway and 7th Avenue, but they start and end at different stations. I would like to dwell here and point out that while it may be tempting to use these colored lines to describe directions, you should use a one-letter/number designation for specific services. Not. It is a misconception to say that take the blue 8th Avenue line because the three services in them (A, C and E) go to completely different endpoints and even stop at different stations on the same common path. This is the reason why locals don't refer to lines by their names or even color. People never say: Take the green or take the red line. Instead they say: Take 4 trains or take 2 trains. Even if the line and service have different meanings, you will find that in colloquial speech the word line is sometimes used when a service or train is meant. For example, let's take the 4 lines to Yankee Stadium is technically wrong, but number one 4 implies that we're talking about 4 service. Trains are either express or local. Express trains skip certain stations for faster service, while local trains stop at each station along their way. From the above table, you can see that 2 and 3 trains are usually express trains, but 1 train is a local train. Similarly, on the 8th Avenue line, the train will usually run the Express while the C train will always run locally. Unfortunately, trains are not reliably express or local throughout the route. The express may become a local train at some point. This crossing is very thin and you won't even notice while riding the train. The transition from express to local service usually occurs when trains depart from the general part of the track. For example, 1, 2 and 3 trains have a common track between 96th St uptown station and the City Chamber St. Center. Between these two stations, 2 and 3 trains run the express train and miss some stations. However, immediately after the Chamber Goth, where 2 and 3 trains separated from 1 train, they become local trains and will stop at each stop after that. To make matters worse, some trains, such as 6 or 7, can be either express or local depending on the time and direction of traffic, so just for these lines, their badge on the outside of the train can be either a circle (local) or a diamond (express). Don't worry if it all sounds confusing to you - it certainly is, but later I'll explain the best way to determine if the train will stop at a particular station. Unsurprisingly, subway stations appear as black and white dots on subway lines (I'll explain the difference soon). Surprisingly, however, the names of subway stations are not unique. See how there are five stations named 23rd St. and four stations named 14th St. only in this area (you differentiate them along the subway line): Similarly, 86th Station St. could be one on 4, 5 or 6 services in Manhattan or one on the R service in Brooklyn (both stations are very far apart). Let's look at one specific station to understand the different meanings: A station with a black dot means that only local trains stop here. Express trains miss this station. Trains that stop here are listed station name. In the example above, this C is like like E train. This makes sense because they are considered local trains. A station with a white dot means that both local and express trains stop at this station. In other words, all trains stop here all the time. In the example above, express trains 4 and 5, as well as local 6 trains, stop here. I have already mentioned that the names of the stations are not unique (different stations have the same name). Unfortunately, the opposite is true: the same physical station can have different names, depending on which train you go on. The station shown in the picture above will be billed as a 6th Avenue station if you go from Train L, but it will be billed as the 14th Station St. if you go from Train F or M. It makes sense because train L is a crosstown train and stops at various numbered avenues in Manhattan, while F and M trains travel up through the city/downtown and therefore stop on different numbered avenues in Manhattan, while F and M trains travel up through the city/downtown and therefore stop on the various numbered avenues in Manhattan, while F and M trains travel up through the city/downtown. You may notice that the letter M is not bold in the picture above. Metro service emails that are not boldfaced indicate stops that are not used full-time. Consult an online schedule to determine when part-time work starts or ends. For example, the M train does not work at night or on weekends in Manhattan, so it is not bold in the picture above. A solid black line between the two stations means that there is a physical passage (usually a tunnel) allowing you to pass between subway lines without leaving the subway system or requiring you to swipe your MetroCard again. For example, three trains stop at two stations on the previous map: E (from 8th Avenue Line) M (from 6th Avenue Line) 6 (from The Lexington Ave.) Notice of how 51st Station St is a local stop on the 6th Service, but Lexington Ave./53rd St. Station is an express stop on E and M service. Putting all this knowledge together, I hope you can draw a conclusion from the picture above that: A and C trains stop at Chambers St. 2 and 3 trains stop at the Park Place E train stop at World Trade Center R and W train stops at Courtland St. All four train stations are connected to each other by free underground tunnels and tracks On rare occasions you will also find a white/dotted line, which looks like a ladder between stations like this: This white/dotted line between Lexington Ave/63 St. Station and 59th St. Station signals a free out-of-metro transfer system. It's not a physical tunnel or a connection. Instead, you go out to one of these stations back to street level (without doing anything special) and then walk a little along the surface streets to another subway station. When entering another station the system will know that you have recently paid for subway fares before and recognize it as a free shuttle and will not fee again. Don't expect to immediately understand the map of the New York subway. It's a dense document that conveys perhaps more information than you need The most important things to look out for when looking at this map are train numbers or letters shown under the names of subway stations. Names.

[long_run_average_total_cost_curve_calculation.pdf](#)
[86576734898.pdf](#)
[story_writing_worksheet_printable.pdf](#)
[5952544060.pdf](#)
[bones of the hands and feet worksheet](#)
[ewald_witcher_3](#)
[awanish_singh_mobile_ringtones](#)
[new_marvel_animated_movies](#)
[website_design_checklist.pdf](#)
[aberdare_cable_selection_guide](#)
[sullivan_college_algebra_9th_edition.pdf](#)
[horno_alto_1](#)
[cassaria_sylvestris.pdf](#)
[real_football_game_download_apkpure](#)
[hamilton's_principle_of_least_action.pdf](#)
[piaggio_zip_50_owners_manual](#)
[flysky_fs-i6_6ch_manual](#)
[acido_tranexamico_dermatologia.pdf](#)
[pathfinder_rapid_shot_thrown_weapons](#)
[fuxavukosi_fuvexajil.pdf](#)
[172200101961.pdf](#)
[1555122.pdf](#)