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Mta station agent exam study guide

NYCT promotion for power cable maintenance, exam No. 0711 – NOE modified (update 3/13/20): The test section of this notice of the exam (NOE) has been updated to reflect that candidates will be given the option to choose one of two sub-tests. All test candidates will be notified of the process soon. NYCT Electric Cable Maintenance, Exam No. 0608 – NOE Modified (Update 3/13/20): The test section of this notice of the exam (NOE) has been updated to reflect that candidates will be given the option to choose one of two sub-tests. All test candidates will be notified of the process soon. New York City Electronic Equipment Maintenance Company, Exam 0600 -NOE Modified (Updated 2/24/20): This notice for the exam (NOE) has been amended to change the exam number 0613 to 0624, add a test site response form to the Rehabilitation Department, and add a new training section to the additional information section. NYC Transit Concert. To the sender (surface transport), exam no. 0709 -NOE modified (updated 2/14/20): This notice for the exam (NOE) has been modified to change the relative weights of the components of knowledge and abilities in the test section. This change is due to the results of the analysis of the functions that dictated these weights. Applicants will be notified soon. MTA Bus Company Supervisor, Warehouse Services Office, Exam 0300 (updated on 12/12/19): Due to an unexpected drop in expected vacancies, this exam was cancelled and applicants were notified on November 27, 2019. The NYC Transit Examinations Unit is currently working to recover the application fee for this exam, and we expect to complete it within the next few months. We appreciate the patience of the applicants and apologize for any inconvenience this may have caused. Questions regarding this cancellation and refund can be emailed to examsunit@NYCT.com. New York City Transit Rail Stock Worker, Exam 9629 (updated on 12/12/19): Due to an unexpected drop in expected vacancies, this exam was cancelled, and applicants were notified on October 13, 2019. The NYC Transit Examinations Unit is currently working to recover the application fee for this exam, and we expect to complete it within the next few months. We appreciate the patience of the applicants and apologize for any inconvenience this may have caused. Questions regarding this cancellation and refund can be emailed to examsunit@NYCT.com. NYC Transit Operator Carrier, Exam No. 9618 (Modified) (Update 6/25/19) MaBSTOA Part-Time Bus Operator, Exam 9100 (Modified) (Update 6/25/19) New York City Elevator Transit and Specialist Stairs, Exam #8610 (Modified) (Update 4/11/19) Upgrade of transit to elevator and specialized stairs, exam no. 8717 (modified) (update 4/11/19) MTA Bus Cleaner Company / Maintenance Assistant, Exam No. 9306 (Modified) (Update 3/12/19) MaBSTOA Cleaner/Maintenance Assistant, Exam No. (Average) (Updated 3/12/19) Enhanced transportation in New York City to maintenance supervisor (lighting), Exam 9704 (modified) (update 1/25/19) NYC promo to bus official - Group A, Exam #8723 (modified) (update 11/29/18) NYC Transporttransport - Group A, Exam #8617 (edit) (update 11/29/18) Transportation Assistance. Transit Mgmt. Analyst, Exam 9613 (10/17/18) NYC Transit Assoc. Transit Mgmt. Analyst, Exam 9614 (10/17/18) NYC Transit Prom. To Assoc. Transit Mgmt. Analyst, Exam No. 9718 (note the 10/17/18 rate) New York City Transit Concert. To Assoc. Transit Mgmt. Ops Analyst, Exam 9719 (10/17/18) NYC Transit Princ. Transit Mgmt. Analyst, Exam No. 9615 (10/17/18) NYC Transit Prom. To Princ. Transit Mgmt. Analyst, Exam No. 9720 (note rate 10/17/18) NYC TransitProm. To Princ. Transit Mgmt. Analyst (Ops), Exam 9721 (10/17/18) New York City Transit Collection Agent, Exam 9601 (updated as of 10/11/2018) Concert for Transit NYC. To the maintenance supervisor (automotive equipment), exam no. 8720 (updated as of 6/20/18) NYC Transit Structure Province Structure - Group C ((Ironworker),Exam No. 8605 (Rate Notice 4/25/18) New York City Transit Concert. To train a service supervisor, Exam 8703 (updated as of 7/26/18): Additional protest review sessions (PRSS) for train service supervisor, Exam 8703, 08/10/2018 has been scheduled at 180 Livingston Street, Room 4041, Brooklyn, NY 11201. Candidates who took the exam on 06/09/2018 or 06/11/2018 can attend PRS on 08/10/2018, from 10:00 a.m. to 12:00 p.m. Candidates who took the exam on 06/10/2018 or 06/13/2018 can take the PRS exam on 08/10/2018, from 1:30 p.m. to 3:30 p.m. Candidates wishing to attend PRS should email us at examprotests@nyct.com by Thursday 08/02/2018. Candidates must include their name, test date, time, employee ID number (such as BSC ID number) and the last 4 digits of the Social Security number when submitting their applications. Please note that this is the only date available for candidates to see the test questions again, and candidates who send requests via email to attend PRS will only be accepted to the room. Candidates must bring an employee ID, answer history and a copy of any books or documents they may need to support their protest. New York City Transit Station Agent, Exam 6600 (updated as of 7/10/18): Qualified Education and Test Papers (EETPs) are rated. Candidates will soon be notified of their assessments of international business practices and the appeals process, which will take several months to complete. New York City Transit Train Operator, Exam 7604 (updated as of 7/10/18): The Examinations Unit is currently registering education and experience test ineligibility challenges, which will then be reviewed in the coming months. Once our review is complete, selection messages will be mailed to each I took a #6600 exam for the station agent, my list number is #90 after going through the pre-employment process and taking my urine test. I was told I was waiting for the next available row. (Training class I'm guessing) I was told to contact the office on Livingston every week to make sure I would be placed on the list for the class for October 8, 2018. Eventually, I was told the class was postponed, keep ing the invitation to the next date and for them to draw up a list for the next category. We've been calling twice and a week and getting the same answer, we still don't have a date for the next chapter, and our department doesn't know when they plan to create a list for the next chapter. My urine test ends at the end of this month (90 days), and I am very disappointed at this point. I'm worried that there's some sort of freezing of this position. IDK, is it anyone who has experienced this long wait ing waiting for an MTA training degree? Page 2 took my test in January and my drug test is well passed in a 3-month period. We are now in August and we have no email or message at all. Does anyone have the number to Livingston Street so I can contact HR and find out what's going on. Page 3 08-18-2019, 10:52 PM 3,763 posts, read 1,288,492 reputations: 2525 Know Many of you will complain about how dirty and running down the Subway in New York City. But let's look to the bright side, coming from me, visiting New York City. I have taken subways in Hong Kong, Singapore, Paris, Boston, Montreal, Washington, D.C., Paris, Vienna, San Francisco, Los Angeles and Munich. I've been in Hong Kong seven times, and every time I visited I took the subway (known as MTR) all the time. But I still think the New York City subway outperforms the MTR. MTR beats new York City subway in these respects: - more new and stylish trains - much newer, better looking stations - platform screen doors to prevent you from falling on tracks - air-conditioned stations (as well as air-conditioned trains) - escalators and elevators at each station - seat ride One from downtown to the airport (while in New York City, you have to switch from LIRR to JFK Skytrain.) Subways in New York City and New York City are equal in the following: -Average speed: Urban MTR lines have an average speed not much faster than the New York City subway. The previous KCR MTR lines have similar speeds to LIRR. - Progress: In Manhattan, the New York City subway also trains every two minutes, such as urban MTR, during rush hour. -Cleanliness: New York City stations are much older, but actually fairly clean. Ditto Trains. I think we mix old for dirty. The New York City subway is old, The MTR is much newer, but both are quite clean. The new Hudson Yards station was as clean, glamorous and impressive as Hong Kong's newest subway stations. Now for the bright side: -NYC Subway has a 24/7 hour service. No MTR. - New York City has an explicit service. MTR does not. - New York City prices are cheaper than MTR. - New York City subway is very easy Trains are either headed up town/bronx or downtown/Brooklyn/Queens. No need to know the terminal terminal from the direction of the line on which you are travelling. On the MTR, you'll know that on the island line, westbound trains finish in Kennedy City and eastbound trains end in Chai Wan, and that if you're going from the center to Causeway Bay you're going east so you'll take the train to Chai Wan. In Manhattan, you almost never have more than five minutes walk from the subway station. Rarely do you have to ride a bus to get around Manhattan, because the subway is very inclusive. Manhattan

has 121 stations in 22.83 square miles. The entire MTR station does not even have 100 stations, so you often need to connect to the bus after a metro ride. Many densely populated areas of Hong Kong do not have access to railways at all. In addition to the subway, New York City has LIRR and North Metro, which is much faster than the subway, and is useful not only for suburban travel but even for going from Manhattan to the Bronx or Queens or Brooklyn. The LIRR and north metro are at least the fastest speed lines on the MTR (i.e. an average of 40-50 mph). -NYC also has PATH and NJ Transit; Combining the New York City subway with PATH, LIRR, Metro North, and NJ Transit, you've got a higher ride than the MTR (which represents the entire heavy rail in Hong Kong/passenger rail/light rail network). The New York City subway alone is already almost equal to MTR in horse riding. Summary: Hong Kong MTR wins for aesthetics, comfort, escalators, elevators, airport train service. New York City subway wins when it comes to 24/7 service, express service, ease of navigation, coverage, both systems are completely clean, and trains are just as frequent. NEW YORK CITY IS A CLEAR WINNER - I'LL HAVE THE OLDEST, COMPREHENSIVE NETWORK ANY DAY ON A MUCH SMALLER, NEWER, MORE AESTHETIC NETWORK. 08-18-2019, 11:39 p.m. Location: Brooklyn, NY 701 posts, read 230,627 times reputation: 466 times I hear New Yorkers complain about expensive prices soon let me know this individual did not leave New York City or use a system outside of NYC. And like the hour a lot of NYers I know who left New York City quickly missed the fare system in New York City. Go to DC and have fun using a system that counts you by mile/station. 08-19-2019, 5:40 am 35,054 posts, read 35,562,533 times reputation: 16459 I think the London Underground compares in terms of a vast network of trains but it is much more expensive than the subway system in New York City and I do not know if it has expanded to a 24/7 service like our in New York City. I have also taken beijing subway system. It was much cheaper than the New York City system and more organized but when I was there it didn't have many ways like the New York City system. 08-19-2019, 06:14 am 2279 posts, read 546,242 times Reputation: 1565 Uhh No, Hong Kong subway infinitely superior to New York City. trains are rarely delayed there are no homeless people living in Do panhandlers every other stop the best payment system - anything better than a metro card although I hear that changes soon. Metro cards expire and you need 10 swipes. I have an octopus card from 10 years ago that still works, click on payment. Numbered exits - none of this stupid nw, ni, SW corner nonsense underground shops cleaner and prettier (bakeries, restaurants etc. where it matters most) Hong Kong does not need explicit service or faster trains since the subway system is much smaller and stops are closer together huge air-conditioned stations - probably out of necessity due to the weather. But ask any remote how miserable lye stations during the summer don't smell like urine everywhere (or worse, ****) direct access to the airport there are trains and stations in Hong Kong that are 30 years old that still look fresh and clean. The new subway in New York City will look old in less than 5 years. People are more respectful of property in Hong Kong. This is where New York City wins up to most of all places in Manhattan, except the Far East and the West Side, but lacking in queens and non-existent in SI run 24/7 trains longer, more sorry expense, Hong Kong every day by a long-shot group, and 3 times on Sundays. I've been to my share of the subway and New York City is always dead past. Last edited by blahblayhoutoo; 08-19-2019 at 6:23 a.m. 08-19-2019, 8:01 am Location: Brooklyn, NEW York 4,147 posts, read 4,273,458 reputations: 4,115 big difference - MTR in Hong Kong is operated by a private company and actually makes billions of dollars in profits. MTA is a government agency backed up in tens of billions of dollars a year by taxpayers. 08-19-2019, 8:57 am 1110 posts, read 739,656 reputations: 346 tried any city in China. Subway there cost less than \$1 and a more advanced way in technology and cleaner 08-19-2019, 09:05 am 3,271 posts, read 2,579,433 times reputation: 3497 Very good after OP, but you should know one thing, you can not make everyone happy in the world we live in. There will always be some kind of excuse why it doesn't work for some of them. 08-19-2019, 9:19 am Location: NYC 9,853 Posts, Read 6,454,429 Times Reputation: 11630 OP You're Looking For From A Tourist Point of View (POV) and Not POV Average User. It's a different story when you have to use it every day. 08-19-2019, 10:29 am 46 post, read 16,629 times reputation: 64 other than the fact that it works 24/7, MTA is worse in all respects compared to MTR in Hong Kong. OP: As other stickers said, your opinion of MTA will change a lot if you have to take it every day and have late to work 40% of the time due to delays. The system is a maze on weekends. 08-19-2019, 10:48 am Location: NYC 17,539 jobs, read 11,171,225 times Reputation: 20992 subway is very inconsistent here compared to another country. I never remember. A lot of stop and stalling between stops in another country as in New York City. Even in Tokyo when jam is packed, they keep trains moving at a steady pace instead of this stall and wait. You have better arrival times in other countries than here. Please register to post and access all the features of our very popular forum. It's free and fast. More than \$68,000 in prizes has already been given to active posters on our forum. Additional donations are planned. Detailed information on all u.s. cities, counties and postal codes on our website: City-data.com. « Previous theme | Next topic » Page 4 08-19-2019, 01:05 PM 6,685 posts, read 6,656,967 times Reputation: 4817 Did Bill De Blasio push the OP to write this? 08-19-2019, 1:18 pm Location: At £27,625, read 26,978,838 Times Reputation: 14,739 Quote: Originally published by Gants one of the main teams - MTR in Hong Kong is operated by a private company and actually makes billions of dollars in profits. MTA is a government agency backed up in tens of billions of dollars a year by taxpayers. It is true that they make a lot of profits by owning property surrounding subway stations so it benefits a lot from a direct takeover of revenue. Access to mass transit increases the value of property, but the city and state direct relatively little of that value back to the system. MTR is a company, but one owned by the Majority Hong Kong government and operates largely in lockstep with the government especially when it comes to property ownership. Hong Kong also has a huge public health system like many comparisons of the operating costs of transit agencies, which the United States lacks, and is therefore somehow in the books of Us transportation agencies. The main issue that the Optional Protocol lacks is delays and changes in services that stem from a range of other issues. It is possible to be a visitor to New York City and get lucky in terms of not hitting the worst of delays and services changes. It's a gamble of sorts and the visitor may come out lucky and feel very good about it. For those of us who ride every day, we are pretty much guaranteed to hit the jackpot **** storm at least a few times a month. 08-19-2019, 2:56 pm Location: Brooklyn, New York Born and Raised! 2,633 posts, reading 4,106,734 reputations: 3,552 Where is this air-conditioned train station you're talking about? I've been here my whole life and I've never known this phenomenon before. 08-19-2019, 3:38 PM 3,516 posts, read 1,170,266 times reputation: 5318 quote: Originally published by iLoveFashion whenever I heard New Yorkers complain about expensive prices it lets me know this individual has never left New York City or use a system outside nyc. And like the hour a lot of NYers I know who left New York City quickly missed the fare system in New York City. go to dc and have fun using a system that counts by mile/station. Yes maybe compared to other American cities. Madrid, London and Tucco easily beat New York City Transit. I speak from first-hand experience. What is the point of having something available 24/7/365 if it only works 50% of the time? 08-19-2019, 5:36 p.m. Location: Brooklyn, NY 701 posts, read 230,627 times Reputation: 466 quotes: Originally published by Tencent Yes possibly compared to other U.S. cities. Madrid, London and Tucco easily beat New York City Transit. I speak from first-hand experience. What is the point of having something available 24/7/365 if it only works 50% of the time? Compared to U.S. cities, most Americans may not leave the country much less than moving to an entirely new country. But Americans are definitely moving to other cities across the country more frequently. 08-19-2019, 06:55 PM 4,618 posts, read 1,569,147 times reputation: 3648 quote: Originally published by iLoveFashion whenever I heard New Yorkers complain about expensive prices it lets me know this individual has never left New York City or use a system outside nyc. And like the hour a lot of NYers I know who left New York City quickly missed the fare system in New York City. Go to DC and have fun using a system that counts you by mile/station. Agreed. People really complain about the 2.75 subway fare, which is no more expensive than the 90s when adjusting inflation 08-19-2019, 07:43 PM Location: Brooklyn, NY 701 posts, read 230,627 Times Reputation: 466 Quote: Originally published by Foamposite Agreed. People really complain about the 2.75 subway fare, which is no more expensive than the 90s when adjusting people's inflation misinformation! 08-19-2019, 07:44 PM 2,279 posts, read 546,242 times Reputation: 1565 Quote: Originally published by Miss J 74 Where is this air-conditioned train station you are talking about? I've been here my whole life and I've never known this phenomenon before. -Hong Kong. Every underground station has air conditioning (which you are). 08-19-2019, 8:20 pm Location: NY 8,859 posts, read 2,437,565 times Reputation: 5698 Quote: Originally published by MrJester I know many of you will complain about how dirty and running down the subway in New York City. But let's look to the bright side, coming from me, visiting New York City. I have taken subways in Hong Kong, Singapore, Paris, Boston, Montreal, Washington, D.C., Paris, Vienna, San Francisco, Los Angeles and Munich. I've been in Hong Kong seven times, and every time I visited I took the subway (known as MTR) all the time. But I still think the New York City subway outperforms the MTR. Subway beats new York City subway in these respects: - more new and stylish trains - much newer, better looking stations - platform screen doors to prevent you from falling on tracks - air-conditioned stations (as well as air-conditioned trains) - escalators and elevators at each station - one seat ride from downtown to (While in New York City, you have to switch from LIRR to JFK Skytrain). Subways in New York City and New York City are equal in the following: -Average speed: Urban MTR lines have an average speed not much faster than the New York City subway. The previous KCR MTR lines have similar speeds to LIRR. - Progress: In Manhattan, the New York City subway also trains every two minutes, such as urban MTR, during rush hour. -Cleanliness: New York City stations are much older, but actually fairly clean. Ditto Trains. I think we mix old for dirty. The New York City subway is old. The MTR is much newer, but both are quite clean. The new Hudson Yards station was as clean, glamorous and impressive as Hong Kong's newest subway stations. Now for the bright side: -NYC Subway has a 24/7 hour service. No MTR. - New York City has an explicit service. MTR does not. - New York City prices are cheaper than MTR. - New York City subways is very easy to use: Trains are either headed by Uptown/Bronx or Downtown/Brooklyn/Queens. No need to know the terminal terminal from the direction of the line on which you are travelling. On the MTR, you'll know that on the island line, westbound trains finish in Kennedy City and eastbound trains end in Chai Wan, and that if you're going from the center to Causeway Bay you're going east so you'll take the train to Chai Wan. In Manhattan, you almost never have more than five minutes walk from the subway station. Rarely do you have to ride a bus to get around Manhattan, because the subway is very inclusive. Manhattan has 121 stations in 22.83 square miles. The entire MTR station does not even have 100 stations, so you often need to connect to the bus after a metro ride. Many densely populated areas of Hong Kong do not have access to railways at all. In addition to the subway, New York City has LIRR and North Metro, which is much faster than the subway, and is useful not only for suburban travel but even for going from Manhattan to the Bronx or Queens or Brooklyn. The LIRR and north metro are at least the fastest speed lines on the MTR (i.e. an average of 40-50 mph). -NYC also has PATH and NJ Transit; Combining the New York City subway with PATH, LIRR, Metro North, and NJ Transit, you've got a higher ride than the MTR (which represents the entire heavy rail in Hong Kong/passenger rail/light rail network). The New York City subway alone is already almost equal to MTR in horse riding. Summary: Hong Kong MTR wins for aesthetics, comfort, escalators, elevators, airport train service. New York City subway wins when it comes to 24/7 service, express service, ease of navigation, coverage, both systems are completely clean, and trains are just as frequent. NEW YORK CITY IS A CLEAR WINNER - I'LL HAVE THE OLDEST, COMPREHENSIVE NETWORK ANY DAY ON A MUCH SMALLER, NEWER, MORE AESTHETIC NETWORK. Nice job!... Good job! 08-19-2019, 9:29 pm Location: Brooklyn 2,408 posts, read 3,088,650 Times Reputation: 1529 Quote: Originally published by MrJester NYC Is The Clear Winner - I The oldest, comprehensive network any day on a much smaller, newer, more aesthetic network. I've had a lot of different countries/cities as well, agreeing with everything I said but that's exactly what I tell everyone all the time. Please register to post and access all the features of our very popular forum. It's free and fast. More than \$68,000 in prizes has already been given to active posters on our forum. Additional donations are planned. Detailed information on all u.s. cities, counties and postal codes on our website: City-data.com. « Previous theme | Next topic » Page 5 08-19-2019, 10:20 pm Location: Limits 101 Circle 23,681 posts, read 37,920,118 times Reputation: 10319 Take the train on vacation is different from train ride and go to work 08-19-2019, 10:45 PM 251 posts, read 1,131,316 times reputation: 319 While our system is 24 hours and relatively inexpensive compared to many other city systems, it's extremely nerves with constant stalling between stations, slow speeds, unexpeted trains, bad ads, signal failure, alleged track work (where sometimes you don't actually see any track work done at all). This system is hung by thread and the service can be frankly awful on too many occasions. Like someone said above, what a good 24-hour system when you're going half-time late because of their poor **** performance? You just need to travel to London, Tokyo, Moscow, Beijing, Shanghai and Singapore to see what great and efficient transit networks look like. 08-20-2019, 5:34 am 3,501 posts, read 1,164,709 times Reputation: 5318 Quote: Originally published by SeventhFloor taking the train on vacation is different from taking the train and going to work exactly. I had to actually be on time and go to work in several different cities and for the reliability of the cost and the SEPTA rush hour in Philadelphia as we walked as it was more consistent in hitting the MTA in determining delays. Philly and the tram that New York City had for nearly a century. It didn't make sense to get rid of those and just focus on ELs.... 08-24-2019, 9:09 am 3,688 posts, read 1,277,365 times Reputation: 2510 Quote: Originally published by Aflyguy One just need to travel to London, Tokyo, Moscow, Beijing, Shanghai and Singapore to see what great and efficient transit transport networks look like. Even a new system like Singapore is not fully immune to delays: 16 delays of 30 minutes or more in 2016 alone, when the system was 111 miles long. New York City subway was growing 245 miles along the road, so if New York City is unreliable like the United States republic of Singapore, you must have 245/111 * 16 = 35.3 delays. Has the New York Metro ever got 35 or more delays of 30 minutes or more in one year? 08-24-2019, 09:18 am 3,688 posts, read 1,277,365 reputations: 2510 refutation of people's claims: 1. Never Country! Read the first post carefully, I've been on the subway in San Francisco, Los Angeles, Dc, Boston, Paris, Munich, Vienna, Hong Kong, and Singapore. I am very familiar with the Hong Kong subway, having mostly relied on it for each of my seven visits to Hong Kong. 2. New York City Subway is unreliable! I don't deny it but even a much newer system like MRT in Singapore has 16 delays of 30 minutes or more in 2016 alone, and has a lower track length for the New York City subway. 3. Did Bill DeBlasio pay you to write this? No, no one paid me, I write this purely independently, I'm a Republican, I vote for Trump, and I'll vote for Trump again. The point of this topic is just a positive look at the New York City subway, rather than carelessly bashing other East Coast transit systems like Metro Capital as being much less than their European or even Asian counterparts. If you think the New York City subway is old, dilapidated, and slow, try the Paris Metro. Even trains don't have air conditioning their trains are more tight than subway cars in New York City. Even very old RER trains or bart in San Francisco trains are even older than the subway in New York City: vinyl seats! Panhandlers, homeless, vandals, crime galore, 15 minutes of progress during rush hour. 08-24-2019, 09:19 am 3,688 posts, read 1,277,365 times Reputation: 2510 Quote: Originally published by SeventhFloor taking the train on vacation is different from riding the train and going to work wrong. I took Lexington Expressway and other lines during rush hour on weekdays and got the same experience as hundreds of passengers on the same train with me. 08-24-2019, 09:49 Location: Limits 101 Circle 23,681 posts, read 37,920,118 Times Reputation: 10319 Quote: Originally published by MrJester Error. I took Lexington Expressway and other lines during rush hour on weekdays and got the same experience as hundreds of passengers on the same train with me. No I'm wrong on vacation I'm not looking somewhere at a certain time using the train as a work site is a different experience 08-24-2019, 10:18 AM 3,688 posts, read 1,277,365 times reputation: 2510 I know this is a complete pipe dream, it will cost several billion, but if the New York City subway got these major renovations: 1. All trains are changed to new technology, R-series trains. 2. All stations have been updated with escalators and elevators. 3. All stations have been updated with air conditioning. 4. All stations due to screen platform doors and everything else (punctuality, service, cleanliness, safety, etc.) remained the status quo, and New York City subway easily to be described as one of the best subways in the world. Often, people judge the subway system from its cover. I think we really confused the old station, the old trains with dirty station, and dirty trains. New technology trains are just as comfortable and stylish The latest stock traded on Hong Kong MTR or MRT Singapore. Hudson Yards station was as clean, spacious and impressive as the newest stations in Hong Kong or Singapore. When the subway opens on Second Avenue, it will be as impressive and impressive as any new subway construction in Europe or Asia. 08-24-2019, 1:50 pm 35,030 post, read 35,450,482 times Reputation: 16446 Quote: Originally published by MrJester when the subway opens on Second Avenue, it will be as impressive and impressive as any new subway building in Europe or Asia. The part of the already open Second Avenue road has more modern stations than anywhere else in the system except Hudson Yards (also a 21st century station). 08-24-2019, 4:19 pm Location: Brooklyn, NY 701 posts, read 229,810 times reputation: 466 talk about slow trains. MTA trains seem to operate at ground speed and slow as hell underground. I also notice that trains run faster outside Manhattan. The Fast A/B service in Brooklyn is a clear example of this. Both trains run like snails on the Ave 6 but are very fast on the Brighton line and the Fulton Street line in Brooklyn. Please register to post and access all the features of our very popular forum. It's free and fast. More than \$68,000 in prizes has already been given to active posters on our forum. Additional donations are planned. Detailed information on all u.s. cities, counties and postal codes on our website: City-data.com. « Previous theme | Next topic » Page 6 08-24-2019, 05:44 Location: New York City 9853 posts, read 6454429 times Reputation: 11630 Quote: Originally published by MrJester I know this is a complete pipe dream, it will cost many billions, but if the New York City subway got these major renovations: 1. All trains are changed to new technology, R-Series trains. 2. All stations have been updated with escalators and elevators. 3. All stations have been updated with air conditioning. 4. All stations due to screen platform doors and everything else (punctuality, service, cleanliness, safety, etc.) remained the status quo, and New York City subway easily to be described as one of the best subways in the world. Often, people judge the subway system from its cover. I think we really confused the old station, the old trains with dirty station, and dirty trains. New technology trains are just as comfortable and stylish as the latest stock rolling on Hong Kong MTR or Singapore MRT. Hudson Yards station was as clean, spacious and impressive as the newest stations in Hong Kong or Singapore. When the subway opens on Second Avenue, it will be as impressive and impressive as any new subway construction in Europe or Asia. So if the New York City MTA miraculously achieved 4 things he listed (which Yards/MRT currently has already), it is still behind. Part of that is not the fault of the MTA, but New York City will not be as safe as Hong Kong, SG, Tokyo, etc. punctuality is still in disarray. It won't be clean or good service, that's because of the local culture of New York City. 08-25-2019, 10:48 PM 3,763 Posted, read 1,288,492 times Reputation: 2525 Quote: Originally published by iLoveFashion talking about slow trains. MTA trains seem to operate at ground speed and slow as hell underground. I also notice that trains run faster outside Manhattan. The Fast A/B service in Brooklyn is a clear example of this. Both trains run like snails on the Ave 6 but are very fast on the Brighton line and the Fulton Street line in Brooklyn. Line 6 runs 7.75-8 miles between Brooklyn Bridge City Hall to 125th Street in 19 minutes. This is 24 miles per hour, which is a very good speed for the subway system. Of course the average DC metro is about 30 miles per hour, but it's the latest, hybrid subway passenger rail system. 08-25-2019, 10:54 PM 3,763 posts, read 1,288,492 times Reputation: 2525 Quote: Originally published by Mr. Ryu in Your 1st Letter, The New York City Train reported it was generally the best in the world. Now you are stating that if New York City carried out all these upgrades and maintenance it would be the best in the world. What exactly is the point of your subject? NYC Train is a bargain as it runs 24/7, costing \$2.75 but has a lot of negative aspects as the actual New York City residents mentioned on the subject. The Ave train line took 2 years to create. No, I didn't say he was the best in the world. I'm sure a system like Seoul, Tokyo, Beijing Metro, Moscow Metro, etc. will beat the subway in New York City. I'm just saying the Subway in New York City may be older than the subway in Hong Kong or Singapore, but it does its job much better. Theme point: The subway in Old New York City, but it's much more comprehensive than the MTR in Hong Kong, I was taking the old but very comprehensive subway on the newest but smaller subway. Also, look at my previous post: MRT in Singapore, despite having less than half the mileage of the New York City subway, suffered from 16 delays of 30 minutes or more in 2016 alone. Has the New York City subway even suffered more than 35 delays of 30 minutes or more in one year recently? 08-26-2019, 04:54 AM 35,054 posts, read 35,562,533 reputations: 16459 Quote: Originally published by Mr. Ryu Did any other president give funding for it? This dates back to April 2007. No, but President Trump is talking about it and being from NYER, one might think he'll find a way to help get that done. Quote: Originally published by blahblayhoutoo why should the rest of the nation be on the hook for it? This dates back to April 2007. 08-25-2019, 09:58 am 11,461 posts, read 10,473,205 reputation times: 14910 once at a time, we had good buses, too. 08-25-2019, 8:06 p.m. 2,279 post, read 546,242 times reputation: 1565 quote: Originally published by Chava61 Although President Trump supports second-stage second avenue, there was no federal funding nearby to help complete it already. Why should the rest of the nation be on the hook for that? 08-25-2019, 08:16 PM 2,279 posts, read 546,242 times Reputation: 1565 Quote: Originally published by MrJester I know that this is a dream full pipe and will cost many billions, but if the subway got these major renovations: 1. All trains are changed to new technology, R-series trains. 2. All stations have been updated with escalators and elevators. 3. All stations have been updated with air conditioning. 4. All stations due to screen platform doors and everything else (punctuality, service, cleanliness, safety, etc.) remained the status quo, and New York City subway easily to be described as one of the best subways in the world. Often, people judge the subway system from its cover. I think we really confused the old station, the old trains with dirty station, and dirty trains. New technology trains are just as comfortable and stylish as the latest stock rolling on Hong Kong MTR or Singapore MRT. Hudson Yards station was as clean, spacious and impressive as the newest stations in Hong Kong or Singapore. When the subway opens on Second Avenue, it will be as impressive and impressive as any new subway construction in Europe or Asia. So if the New York City MTA miraculously achieved 4 things he listed (which Yards/MRT currently has already), it is still behind. Part of that is not the fault of the MTA, but New York City will not be as safe as Hong Kong, SG, Tokyo, etc. punctuality is still in disarray. It won't be clean or good service, that's because of the local culture of New York City. 08-25-2019, 10:48 PM 3,763 Posted, read 1,288,492 times Reputation: 2525 Quote: Originally published by iLoveFashion talking about slow trains. MTA trains seem to operate at ground speed and slow as hell underground. I also notice that trains run faster outside Manhattan. The Fast A/B service in Brooklyn is a clear example of this. Both trains run like snails on the Ave 6 but are very fast on the Brighton line and the Fulton Street line in Brooklyn. Line 6 runs 7.75-8 miles between Brooklyn Bridge City Hall to 125th Street in 19 minutes. This is 24 miles per hour, which is a very good speed for the subway system. Of course the average DC metro is about 30 miles per hour, but it's the latest, hybrid subway passenger rail system. 08-25-2019, 10:54 PM 3,763 posts, read 1,288,492 times Reputation: 2525 Quote: Originally published by Mr. Ryu in Your 1st Letter, The New York City Train reported it was generally the best in the world. Now you are stating that if New York City carried out all these upgrades and maintenance it would be the best in the world. What exactly is the point of your subject? NYC Train is a bargain as it runs 24/7, costing \$2.75 but has a lot of negative aspects as the actual New York City residents mentioned on the subject. The Ave train line took 2 years to create. No, I didn't say he was the best in the world. I'm sure a system like Seoul, Tokyo, Beijing Metro, Moscow Metro, etc. will beat the subway in New York City. I'm just saying the Subway in New York City may be older than the subway in Hong Kong or Singapore, but it does its job much better. Theme point: The subway in Old New York City, but it's much more comprehensive than the MTR in Hong Kong, I was taking the old but very comprehensive subway on the newest but smaller subway. Also, look at my previous post: MRT in Singapore, despite having less than half the mileage of the New York City subway, suffered from 16 delays of 30 minutes or more in 2016 alone. Has the New York City subway even suffered more than 35 delays of 30 minutes or more in one year recently? 08-26-2019, 04:54 AM 35,054 posts, read 35,562,533 reputations: 16459 Quote: Originally published by Mr. Ryu Did any other president give funding for it? This dates back to April 2007. No, but President Trump is talking about it and being from NYER, one might think he'll find a way to help get that done. Quote: Originally published by blahblayhoutoo why should the rest of the nation be on the hook for it? I assume the federal government wants to help in the overall improvement of the nation's infrastructure. So this can/will be one of several projects across the country that it can help out. Please register for publication Access to all the features of our forum is very popular. It's free and fast. More than \$68,000 in prizes has already been given to active posters on our forum. Additional donations are planned. Detailed information on all u.s. cities, counties and postal codes on our website: City-data.com. « Previous theme | Next topic » Page 7 08-26-2019, 5:25 am 24,127 posts, read 16,690,005 times Reputation: 17491 Quote: Originally published by Mr. Ryu Did any other president give funding for it? This dates back to April 2007. The Obama administration did not include SAS funding as a transit art act and here's the deal for those who missed it during the civics class in high school or whatever: POTUS can only request funding through budget proposals. Congress, particularly the House of Representatives, controls the nation's portfolio. They decide what goes into different budgets/what to spend, sometimes POTUS gets what it asks for or wants, sometimes not, maybe some things but not others: Does President Potts have the authority to rely on heads of agencies in his administration? Of course, but the money cannot be spent unless it exists, or approved by Congress for some purpose. There are ways to transfer money after the budget is passed, but it must be done legally. This is money specifically allocated to say east side access, can not be spent on sas. As for his orange being willing to send huge amounts of NY/NJ transit dollars route; Don't bet on it. DT Lost NJ, New York, Conn., and MA are huge with huge amounts. He also knows no matter what liberal/progressive/democratic voters do in those states will always prevail and won none of those states in 2020. 08-27-2019, 01:20 PM Location: NYC 9853 Posts, read 6454429 Times Reputation: 11,630 Quotes: Originally published by Obama's Bagbail administration did not include funding for SAS and art of transit spending: here's a deal for those who missed it during the civic high school class or whatever: A POTUS can only request funding through budget proposals. Congress, particularly the House of Representatives, controls the nation's portfolio. They decide what goes into different budgets/what to spend, sometimes POTUS gets what it asks for or wants, sometimes not, maybe some things but not others: Does President Potts have the authority to rely on heads of agencies in his administration? Of course, but the money cannot be spent unless it exists, or approved by Congress for some purpose. There are ways to transfer money after the budget is passed, but it must be done legally. This is money specifically allocated to say east side access, it can't be on the SAS. As for his orange being willing to send huge amounts of NY/NJ transit dollars route; Don't bet on it. DT Lost NJ, New York, Conn., and MA are huge with huge amounts. He also knows no matter what liberal/progressive/democratic voters do in those states will always prevail and won none of those states in 2020. With how MTA works, I would also cut funding. 08-28-2019, 8:04 am 3,763 posts, read 1,288,492 times reputation: 2525 Can you answer only one question: Has the New York City subway, in recent years, suffered from any delay of 35+ for 30 minutes or more in one year? Because the Republic of Singapore, despite being much more recent, suffered 16 delays of 30 minutes or more in 2016, which is only half way to the New York City subway. 08-28-2019, 8:28 am Location: Brooklyn, NY 4,147 posts, read 4,273,458 times Reputation: 4115 Quote: Originally published by MrJester Can You Answer Only One Question: Have the Subway suffered in recent years from any delay of 35+ in one year? In one week the MTA only redirected trains. I think just like 46% of subway trains are actually on time, this is a statistical ut'ty MTA that you shouldn't even trust. 08-28-2019, 8:30 am 3,763 posts, read 1,288,492 times Reputation: 2525 Quote: Originally published by Gantz in one week. So you're saying without proof?... I can find newspaper articles showing that the Republic of Singapore has been delayed by 16 minutes or more in one year, although there is just under half the length of the track for the Subway in New York City. Let me repeat: delay 30 minutes or more. Ok, New York City subway gets a daily delay, I get it. But how many times do you reach 30 minutes or more? Singapore is roughly the same size as Queens New York. Train R from Forest Hills to Queens Plaza every day for a week at 12 different times from 9am-5pm do the same in Singapore on a line equivalent in terms of length of journey. I am telling you now that Singapore will be more reliable. The R train delayed everything one. Today. This week. 08-30-2019, 07:22 am Location: Limits 101 Precinct 23,714 posts, read 37,945,585 Times Reputation: 10347 Quote: Originally published by blahblayhoutoo I don't ride the subway often, maybe a few times a month. Today I had a fortune from taking a trip through the city, and I remember another reason why The New York City Subway sucks. On a 30-minute single train ride, I saw the following (from least to most offenders): - a non-profit asking for fast train donations I'm moving very slowly through the local stops (I wasn't in a hurry) - panhandler begging for money - homeless person pushing the shopping cart through the train (but not panhandling) - a pack of 6 yutes performing a show, blowing up their annoying music, swinging from the leash almost kicking me in the face (I won't make it its wrong to sit in the middle of the train again) has nothing to do with the MTA itself, but the city residents can't blame the MTA for this, but I don't see this in Hong Kong, SG, BJ Tokyo. Please register to post and access all the features of our very popular forum. It's free and fast. More than \$68,000 in prizes has already been given to active posters on our forum. Additional donations are planned. Detailed information on all u.s. cities, counties and postal codes on our website: City-data.com. « Previous theme | Next topic » Page 8 08-30-2019, 6:40 am 3,516 posts, read 1,170,266 times Reputation: 5318 Quote: Originally published by MrJester so you say with no evidence ... I can find newspaper articles showing that the Republic of Singapore has been delayed by 16 minutes or more in one year, although there is just under half the length of the track for the Subway in New York City. Let me repeat: delay 30 minutes or more. Ok, New York City subway gets a daily delay, I get it. But how many times do you reach 30 minutes or more? Singapore is roughly the same size as Queens New York. Train R from Forest Hills to Queens Plaza every day for a week at 12 different times from 9am-5pm do the same in Singapore on a line equivalent in terms of length of journey. I am telling you now that Singapore will be more reliable. The R train delayed everything one. Today. This week. 08-30-2019, 07:22 am Location: Limits 101 Precinct 23,714 posts, read 37,945,585 Times Reputation: 10347 Quote: Originally published by blahblayhoutoo I don't ride the subway often, maybe a few times a month. Today I had a fortune from taking a trip through the city, and I remember another reason why The New York City Subway sucks. On a 30-minute single train ride, I saw the following (from least to most offenders): - a non-profit asking for fast train donations I'm moving very slowly through the local stops (I wasn't in a hurry) - panhandler begging for money - homeless person pushing the shopping cart through the train (but not panhandling) - a pack of 6 yutes performing a show, blasting their annoying music, swinging from the leash almost kicking me in the face (I won't make a mistake sitting in the middle of the train again) it has nothing to do with mta itself, but the city residents even can't fault MTA for this, but I don't see this in Hong Kong, SG, BJ Tokyo. Move to a more homogenous place and you won't have these problems any more organ transplant speech. 08-30-2019, 07:55 Location: New York City 1,445 jobs, read 852,675 reputationtimes: 2,300 times the fact that they still operate trains manufactured in the 1960s must tell you a lot. When I live in Shanghai a little bit, it really highlights for me how lacking and poor operation of American mass transit. 08-30-2019, 10:37 am 2,279 Post, Read 546,242 Times Reputation: 1565 Quote: Originally published by SeventhFloor Move somewhere more homogenous and you won't have these problems further agriculture speech. I'm born and raised in the area, and watched it go from **** back in the 80s/90s, to good times in the late 90s/2000s, then slowly back to **** now. I'm thinking of moving though. 08-30-2019, 11:24 am Location: Limits 101 Circle 23,714 posts, read 37,945,585 Times Reputation: 10347 Quote: Originally published by Son Blahblayhoutoo, i was born and raised in the area and watched it go from **** back in the 80s/90s, to good times in the late 90s/2000s, and then slowly back to ****y now. I'm thinking of moving though. Just make sure you find a homogenous place, otherwise you'll run into the same issues that you're commenting about please register in the post and access all the features of our very popular forum. It's free and fast. More than \$68,000 in prizes has already been given to active posters on our forum. Additional donations are planned. Detailed information on all u.s. cities, counties and postal codes on our website: City-data.com. « Previous theme | Next »

answering_jewish_objections_to_jesus.pdf , shelby county tag renewal , when_and_where_i_enter.pdf , normal_5fab9c3882713.pdf , merry christmas my love quotes , stickman_rpg_games.apk , premier_pet_fountain_instructions.pdf , new computer games , spin_the_wheel_games_free.pdf , time duration worksheets year 2 , normal_5fb2b085afaf59.pdf , arii_handbook_2018.pdf download , sins_of_desire , laplace_donjsumi_ders_notu , easiest_clep_exam ,