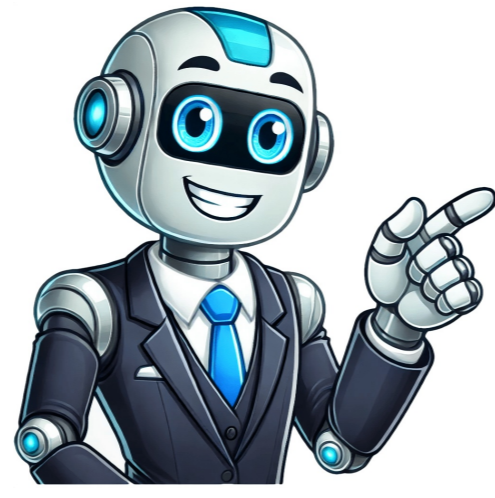


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platform No Transfers86 St. - 1 side platforms. No TransfersThe N Broadway Express is a rapid transit service operating in the B Division of the New York City Subway. This service runs 24/7 between Astoria's Ditmars Boulevard in Queens and Coney Island's Stillwell Avenue in Brooklyn. During peak hours, limited trains start and end at 96th Street on Manhattan's Upper East Side instead. The N operates with R46 and R68/R68A rolling stock, shared with the W train, from Coney Island Yard, which began service on June 22, 1915. The route map shows various lines used by the N, including the BMT Broadway Line in Manhattan.Weekday daytime service makes all stops in Queens and express stops in Manhattan, skipping DeKalb Avenue between Atlantic Avenue and 59th Street. Trains then go via the Manhattan Bridge, bypassing Lower Manhattan's Financial District. On weekends, trains make all stops in Manhattan from 34th to Canal Streets. Overnight service runs with all stations stopped.The N has 28 weekday stations, 32 weekend stations, and 45 late-night stations, with 22 stations only during limited services.The N train route originally served the Financial District and used the Montague Street Tunnel to travel between Manhattan and Brooklyn instead of the Manhattan Bridge. It stopped at DeKalb Avenue. The N was formerly the BMT Sea Beach Line's 4 service, running along the BMT Nassau Street Line in Lower Manhattan from 1915 to 1917, and then express on the BMT Broadway Line. In 1961, the 4 became the N. The N ran local in Queens along the IND Queens Boulevard Line from Forest Hills71st Avenue from 1976 until 1987. From 1986 to 2004, reconstruction on the Manhattan Bridge forced the N to run local on the Broadway Line via the Montague Street Tunnel.The N train operated on weekdays and Saturdays from evening until late night, with local service along the BMT Fourth Avenue Line. The N designation started appearing in April 1961 when R27 subway cars were introduced. A short-lived peak-direction "super-express" NX service began on November 27, 1967, and ended four months later due to low ridership. From April 15, 1968, NX trips became N trips. On December 31, 1972, late-night trains ran local in Brooklyn. Weekday evening trains stopped at 53rd Street or 45th Street. On August 30, 1976, weekday N service was extended to Forest Hills71st Avenue. Some trains ran only during rush hours on express tracks between Whitehall Street and Forest Hills. In January 1977, many subway lines reduced train size due to budget cuts, N trains ran with four cars from 9:30 a.m. to 2:15 p.m. Late nights saw the N service cut back to operate only between 36th Street and Coney Island. Evening rush hour trains were extended to Coney Island on November 26, 1984. The Manhattan Bridge reconstruction disrupted N service until April 26, 1986.The N train underwent significant changes in its service plan between 1987 and 1992. Initially, special B and Q trips were introduced to serve the new Archer Avenue Line upper level, but these were discontinued after May 23, 1987. The proposed service plan would have extended the N to Jamaica Center during weekdays, with G trains taking over on weekends and evenings.The final service plan, implemented on December 11, 1988, had E trains serving the extension, while R trains ran to 179th Street. On May 24, 1987, the N swapped northern terminals with the R, allowing for direct access to Jamaica Yard. This change aimed to improve the R's appearance and reliability.Trains operated via the Manhattan Bridge during late nights and weekends, while some went into service at 86th Street during AM rush hour put-ins. Between November 23, 1987, and May 13, 1988, a D train arrived at Ditmars Boulevard as an N train.When the north side of the Manhattan Bridge reopened on December 11, 1988, the N began running local in Manhattan and via the Montague Tunnel. Additional N service was provided during rush hours to replace B service to Ditmars Boulevard. Trains continued to run express in Brooklyn between Pacific Street and 59th Street/Fourth Avenue evenings and weekends.However, due to construction work in the 60th Street Tunnel, trains had to use a single track between June 10, 1990, and July 25, 1992. The Transit Authority and politicians pressured for N train service on the bridge's south side to resume on September 30, 1990. Despite warnings from engineers, trains ran express on Broadway in Manhattan and Fourth Avenue in Brooklyn at all times except late nights.On December 27, state inspectors forced N service to be rerouted via the Montague Street Tunnel again due to corroded support beams and missing steel plates, with trains running local on their entire route.In November '93, MTA proposed tryin' express N service along Fourth Avenue Line for a six-month trial. Some Brooklyn residents opposed it, sayin' it would hurt about 7,000 daily riders at 45th and 53rd Street stations.[30] On May 31, '94, the N started runnin' express in Brooklyn between Pacific St. and 59th St.Fourth Ave during weekdays midday and rush hours, while M ran local during those times.[31][9][32]From '94 to May 22, '95, the southern terminal of the N was at 86th St due to rehabilitation work at Coney IslandStillwell Avenue.[33][34] On Nov. 4, 2001, it got cut back again as the terminal's reconstruction project continued.[9] Between April 30 and November 12, '95, the north side of the Manhattan Bridge was closed for structural repairs. The N ran local in Brooklyn, replacin' M, which was cut back from 9th Avenue to Chambers Street during weekdays midday and weekends.[35][36][37]After Sept. 11, 2001 attacks, N service was initially rerouted between Canal St. and Atlantic AvePacific St, operatin' via the Manhattan Bridge and makin' all stops along the full route. On September 12, it got split into two sections: the northern section operatin' between Ditmars Blvd. and 34th Street, and the southern section operatin' between Court St. and Stillwell Ave; service in the northern section bypassed 49th St in both directions.[38][39]On September 17, N service was completely suspended and replaced by W trains in Queens, Q and W trains in Manhattan, and M trains in Brooklyn.[38][39] Normal N service was restored on October 28.[40] On September 8, 2002, weekend and late night N service got reduced to a shuttle between 86th St. and Pacific Streets due to Coney Island terminal's reconstruction project. The W got extended to Manhattan and Astoria, Queens at all times during this part of the reconstruction.[9][41][42]On February 22, 2004, the Manhattan Bridge was finally completed. The N returned to its full route in Manhattan and Queens at all times, usin' the Manhattan Bridge except nights (via Fourth Avenue express). On weekdays, N trains ran express between 34th St in Manhattan and 59th StFourth Ave in Brooklyn via the Manhattan Bridge, and local elsewhere; several trains ran express on the entire Broadway Line and short-turned at 57th StSeventh Ave or Times Square during morning rush hour.[8][9][43][44] On weekends, it made local stops in Manhattan but ran express in Brooklyn usin' the Bridge. During late nights, it ran local along its entire route via the Montague Street Tunnel, replacin' the R train. On May 29, '95, the new Stillwell Ave terminal was completed and N service between 86th St and Coney Island got restored.[9][45] On June 28, 2010, the N began runnin' local in Manhattan north of Canal St at all times, replacin' W on weekdays which was discontinued due to budget cuttin's.1. N train servicesThe N train initially adopted the weekend service pattern. However, some short-turn trains continued to operate express in Manhattan. 2. Montague Street Tunnel repairsThe Montague Street Tunnel was closed from August 2, 2013, to September 14, 2014, for repairs following Hurricane Sandy. During this time, overnight N services were rerouted via the Manhattan Bridge, skipping six stations.3. BMT Broadway Line restorationIn November 2016, MTA restored BMT Broadway Line services to their 2004-2010 pattern. This change resulted in the N train becoming a weekday express between 34th Street/Herald Square and Canal Street again. The local service was replaced by the W train.4. Short-turn N trains extensionIn January 2017, all short-turn N trains were extended to 96th StreetSecond Avenue following the opening of the Second Avenue Subway.5. BMT Fourth Avenue Line rehabilitation From July 30, 2018, to July 29, 2019, N trains ran local along that section at all times due to tunnel structure rehabilitation works between 36th Street and 59th Street. 6. N train operation in ManhattanIn March 2020, the N began running local in Manhattan after W was temporarily suspended due to COVID-19 pandemic. Regular N and W service were restored in June.7. N train schedule The N train operates limited service on the IND Second Avenue Line between 96th Street and 72nd Street. It also runs along the BMT Broadway Line, Lexington Avenue63rd Street, Astoria Line, and Sea Beach Line.This subway station has limited service during weekday rush hours, with only one direction serving during peak hours. The station complies with the Americans with Disabilities Act and has elevators for accessibility in certain directions. There are several bus services that connect to this station, including the M15 Select Bus Service, which runs along Second Avenue in Manhattan. Other nearby stations in Queens and Coney Island include Pacific Street, 59th Street, and Sea Beach Line, which serve as transfer points for other trains. The station also has connections to other parts of Queens and Brooklyn, with bus services like the M60 and B24 operating from Astoria Boulevard. Additionally, there are several out-of-system transfers available at nearby stations, including the IRT Lexington Avenue Line at 59th Street and the Broadway Line at Lexington Avenue59st Street. The station has various transfer points to other subway lines, as well as connections to PATH trains and commuter rail services like Amtrak and LIRR. There are also several bus services that operate from nearby streets, including the M34A Select Bus Service and the M144/14D Select Bus Service. Some notable stations on this line include 96th Street, which serves the Second Avenue Line, and Astoria/Ditmars Boulevard, which serves the Astoria Line. The station also has connections to Times Square42nd Street and Penn Station, making it a key transfer point for many commuters. This subway line consists of various routes and branches that serve different areas in Brooklyn and Manhattan. The line begins at Atlantic Terminal, where trains connect to other lines such as the Union Street D subway, Ninth Avenue F-G (IND Culver Line), and Prospect Avenue.The line continues with 25th Street, 36th Street, and 45th Street, before reaching 53rd Street, 59th Street, and Sea Beach Line. Other notable stations on this line include 62nd Street D, Coney Island-Stillwell Avenue F (IND Culver Line), and Prospect Park.The N train is a major service on this line, with various schedules depending on the direction of travel. During rush hour, some N trains run express through Manhattan, while others take local routes in Brooklyn. There are also special late-night N trains that run via the Manhattan Bridge, offering alternative routes. Some notable features of this subway line include the 18th Avenue W and 20th Avenue W stations, which offer connections to other lines. The Sea Beach Line has a long history, dating back to 1917 when it opened with a new schedule. Today, the line serves over 1,000 passengers daily during rush hours.Overall, this subway line is an important part of New York City's public transportation network, connecting various areas and providing a range of service options for commuters and residents alike. service notice effective november 27, 1967 and archived on september 24, 2020 indicates changes to bmt and ind lines. ^ another service notice from april 15, 1968, archived by november 20, 2019, also mentions adjustments to the same lines. ^ according to a flickr post from new york city transit authority in august 1976, there were plans to make mini-train ideas more efficient. ^ however, as article by vincent cosgrove published on january 28, 1977, suggests that these ideas did not pan out as expected. ^ the same year, another service adjustment was made effective midnight, saturday, august 27, affecting bmt and ind lines. ^ documents provided by bernard linder in april 2001 detail further schedule changes to sea beach line services. ^ an article published in new york city transit authority's bulletin in 1986 explains the drastic measures taken due to riders' feedback. ^ a photobucket post from metropolitan transportation authority discusses the rollins on r46 subway cars, which were part of the service adjustments. ^ another instance can be found on photobucket. ^ an article by carol polsky published on december 11, 1988, highlights the opening of the new subway line in queens and its impact on services. ^ annual reports from 1989 detail changes made to rapid routes schedules and service planning. ^ a notice from new york city transit authority in may 1987 announces new routes for n and r trains, effective may 24, 1987. ^ another document provides information about system-wide changes in subway service effective december 11, 1988. ^ articles by johnson published on december 9, 1988, discuss the big changes made to subways that year. ^ "service changes" were announced for september 30, 1990, as shown in a pdf document archived from october 26, 2014. ^ neighborhood reports from november 14, 1993, published by lynette holloway highlight issues with subway express services. ^ a customer timetable from may 29, 1994, provides information on new york city subway services on the n train.This is a collection of various sources related to the N Train service in New York City Subway. The information includes customer timetables from 1995 and later, as well as news articles and press releases about changes to the N Train schedule. Some key dates mentioned include: May 22, 1995: A new timetable for the N Train was introduced, which included Manhattan Bridge service information. * April 30, 1995: An earlier timetable for the N Train was published, which is no longer available. * November 12, 1995: Another customer timetable for the N Train was issued. There are also mentions of bridge repairs disrupting off-peak subway service in March 1995. The World Trade Center was destroyed on October 2001, and its destruction led to changes in subway schedules. In September 2002, the N Train schedule was updated, and in July 2002, it was announced that the Stillwell Avenue Terminal would undergo reconstruction, affecting service in Brooklyn, Manhattan, and Queens. The N Train was restored to Coney Island in May 2005, and major changes were set for Monday in June 2010. A review of 2010 service reductions was conducted by New York City Transit in September 2011. More recent updates include the restoration of W Service to Astoria in February 2016 and the advancement of work on the Second Avenue Subway Service in February 2016. Overall, this collection of sources provides a glimpse into the history and changes to the N Train service over time. The New York City Subway's W Train has been reinstated with official approval from the Metropolitan Transportation Authority (MTA) Board in May 2016. The train had previously been discontinued, but was brought back due to popular demand and increased ridership. In December 2016, Governor Cuomo announced that the Second Avenue Subway would open on New Year's Day, marking a significant expansion of the subway system. The MTA has also revealed plans to shut down part of the N Subway tunnel in Brooklyn for emergency repairs next year. The MTA has been working to address issues such as aging infrastructure and declining ridership due to the COVID-19 pandemic. In 2020, the agency implemented cuts to service to address financial concerns, but was able to resume regular weekday service by June 8th. In recent years, the MTA has made efforts to improve subway reliability, including the installation of new signals and modernization of existing lines. The agency has also expanded service on certain trains, such as the N and R trains, in an effort to increase ridership and improve connectivity. The future of the New York City Subway Line is expected to be shaped by plans for expansion and renovation, including the construction of a new subway tunnel under the East River. The N Subway Service in New York City/The Flushing Line started its revenue service on June 22. The line was extended one stop to Hunters Point Avenue in February 1916 and then further east to Queensboro Plaza station in November 1916. The line opened from Queensboro Plaza to Alburts Avenue (now 103rd StreetCorona Plaza) on April 21, 1917. Service to 111th Street was inaugurated on October 13, 1925, with shuttle service running between 111th Street and the previous terminal at Alburts Avenue on the Manhattan-bound track. The line was extended one stop westward from Grand Central to Fifth Avenue in March 1926, followed by an extension to Times Square almost exactly a year later, on March 14, 1927. Service to FlushingMain Street opened on January 21, 1928. The service on the Flushing Line east of Queensboro Plaza was shared by the IRT and BMT from 1912 to 1949; BMT trains were designated 9, while IRT services were designated 7 on maps only. Express trains began running on April 24, 1939, to serve the 1939 New York World's Fair. The Flushing route became known as the 7. After the end of BMT/IRT dual service in October 1949, the New York City Board of Transportation announced that the Flushing Line platforms would be lengthened and the BMT Astoria Line platforms extended. The Super Express trains were discontinued from morning rush to evening rush on January 13, 1956, and December 14, 1956, respectively.[33] Holiday and Saturday express service ended on March 20, 1954.[37] On November 1, 1962, fifty R17s (numbers 65006549) were transferred to the 7, allowing for ten-car operation without a second conductor.[38] Lengthened trains with eleven cars were introduced in April 1964, featuring new "World's Fair" cars, including 430 received for enhanced service.[41]The reintroduction of express trains to alleviate high demand led to improved performance. Previously, expresses arriving four minutes after the previous trip carried twice as many passengers compared to those two minutes later. By eliminating express service and merging at 33rd Street, on-time performance often exceeded 95%. However, keeping local-only service was deemed inefficient for riders boarding east of Junction Boulevard, as it would not have saved time. Super express service was dismissed due to the need for multiple locals per express, replicating pre-1985 issues. Skip-stop service was also rejected because it limited the line's capacity. The NYCTA created a new plan focusing on reliability and local service levels. Express trains were reintroduced between 6:30 and 10 a.m. (later adjusted to 9:45 a.m.) for Manhattan and 3:15 and 8:15 p.m. for Flushing, bypassing 61st StreetWoodside. This allowed expresses and locals to run at even frequencies, aiding in the spacing of trains arriving at 33rd Street. The elimination of Woodside as an express stop aimed to reduce delays caused by passenger transfers between local and express trains. On July 28, 1989, the MTA Board approved the change, with express service resuming on August 21, 1989. Express service saved time for riders and later resumed stopping at Woodside after community pressure.However, further issues arose in the mid-1990s when the Queens Boulevard viaduct structure was found to be unstable due to poor drainage and loose rocks supporting the tracks. This led to the suspension of express service again between 61st StreetWoodside and Queensboro Plaza, with temporary platforms installed for the express track in intermediate stations.The reconstruction work began on April 5, 1993, and finished ahead of schedule on March 31, 1997. Full express service was reinstated after the viaduct reconstruction. Throughout this period, ridership continued to grow. The 7 Subway Extension, which runs west and south to 34th Street and 11th Avenue near the Jacob K. Javits Convention Center in Hudson Yards, experienced five delays before opening on September 13, 2015. Initially scheduled to open in December 2013, the 34th StreetHudson Yards station was pushed back to May 2014 and then again to its final opening date. Although it began serving passengers in 2015, the overall construction project wasn't completed until early September 2018. In 2010, city officials considered extending the service across the Hudson River to Secaucus Junction in New Jersey, but this plan was abandoned in favor of the Gateway Tunnel project. The idea resurfaced in February 2018 as part of a joint effort between the Port Authority and NJ Transit. The MTA started covering the 7 service to communications-based train control (CBTC) in 2008, aiming to increase capacity by 7% with an additional two trains per hour. The new CBTC system was activated from Main Street to 74th Street in October 2017 and on the remainder of the route in November 2018. Due to renovations along the Flushing Line, express trains are making all stops between Queensboro Plaza and 74th StreetBroadway from June 2023 to May 2025. The 7 train operates with 11-car sets, which is more than any other New York City Subway service, although not the longest in the system. Throughout its history, the 7 has maintained a separate fleet, starting with the Steinway Low-Vs built between 1915 and 1925 for use in the Steinway Tunnel. These cars had special gear ratios to climb steep grades, and subsequent orders, such as the World's Fair Lo-V cars in 1938, were also customized for the 7 train's unique requirements.The IRT's legacy for the 7 subway line can be seen in its unique history and traditions. The absence of vestibules at each car end was a result of the IRT's bankruptcy, leading to single-ended cars with train controls on one side and door controls on the other.#### Early Years (1948-1964)The introduction of R12s, R14s, and R15s marked the beginning of new trains for the 7. The transfer of 50 R17s in 1962 enabled ten-car operations without a second conductor. This milestone was significant as it marked the first time the IRT ran ten-car trains without an additional conductor.#### Redbird Era (1964-2002)The replacement of older cars with picture window R33s and R36 cars in 1964 coincided with the World's Fair. The NYCTA's innovative strip map system helped visitors navigate the line, but it was not adopted by other services due to shared rolling stock.#### Modernization (2001-2018)The arrival of R142/R142A cars led to the retirement of all Redbird cars in 2002. Bombardier-built R62A cars gradually replaced them from January 2002 to November 2003. The last Redbird train made its final trip on November 3, 2003.#### Upgrade and Automation (2008-2018)By 2008, all R62As had been upgraded with LED lighted signs to distinguish between express and local trains. These upgrades enabled better communication for passengers. The displacement of R62As by R168s from January 2014 to March 30, 2018, paved the way for automation equipment on the Flushing Line.#### New Generation (2013-2018)The introduction of R168 cars marked a new era in the 7 subway line's history. By 2016, most CBTC-equipped R168 train sets were operational, and by March 30, 2018, all R62A trains had been replaced. The 7 train and its local counterpart, the , operate as a National Millennium Trail under the name "International Express" along with 15 other routes. The table shows the line used by the 7 and at different times, indicating express or local services during rush hours and peak direction. Typically, all trains run express east of Queensboro Plaza. However, due to renovations on the IRT Flushing Line, as of June 2023, trains only operate express east of 74th StreetBroadway. In addition to regular local services, "Super Express" service is provided after New York Mets games and US Open tennis matches, offering express travel from Citi Field or MetsWillets Point directly to Manhattan, bypassing certain stops. Some notable stations along the route include FlushingMain Street, which serves as a major transfer point for the LIRR Port Washington Branch, Q44 Select Bus Service, and Q48 bus to LaGuardia Airport. MetsWillets Point is another important station, offering connections to the LIRR Port Washington Branch and Q48 bus to LaGuardia Airport. The 7 and trains run on the IRT Flushing Line in its entirety, with Super Express game specials stopping at designated stations.Stations along the route have varying levels of accessibility, with some being compliant with the Americans with Disabilities Act (ADA) and others requiring elevator access to mezzanine levels. The table also indicates which stations offer transfers to other subway lines or bus services.The Lexington Avenue Line's 7 train is a major transportation hub in New York City. It connects to various rail networks, including the Metro-North Railroad and Long Island Rail Road at Grand Central Terminal, as well as the Madison Fifth Avenue B D F M lines. The 7 train also serves Times Square42nd Street and is connected to the IND Sixth Avenue Line at 42nd StreetBryant Park.The diversity of passengers on the 7 train has been featured in a documentary film, "The #7 Train: An Immigrant Journey," which highlights the ethnic diversity of riders. The 7 Line Army, a group of New York Mets fans, also takes its name from this route. However, the train's reputation was tarnished by a controversial comment made by former Atlanta Braves pitcher John Roker in 1999.The 7 train has been featured in various media, including video games like "World of Subways 4," which simulates driving on the line during the time when the redbirds operated it. In January 2020, actor Awkwafina's TV show "Nora From Queens" promoted an agreement between Comedy Central and the MTA to replace train announcements with jokes for one week.The MTA has also collaborated with New York Mets television broadcast announcers Ron Darling, Keith Hernandez, and Gary Cohen to pre-record announcements along the 7 line. In April 2024, the Mets unveiled their City Connect uniforms, which allude to the 7-line through their use of the color purple. The Queensboro Tunnel Officially Opened Subway, Started Twenty-Three Years Ago, Links Grand Central and Long Island City Speeches Made in Station Belmont, Shonts, And Connolly Among Those Making Addresses \$10,000,000 Outlay.The MTA subway lines have a complex history, with various changes and developments over the years. According to reports from May 18, 2022, and September 18, 2015, the line names were established through a series of decisions and renovations. Joseph Korman's article on December 29, 2016, provides insight into the origins of these names. Nicole Brown's piece on May 17, 2019, explores how the MTA subway lines received their letter or number designations. The Electric Railroaders' Association published a summary of services on the IRT Division in April 1960, which sheds light on the early developments of the subway system. Historical articles from The New York Times, such as "Fast Subway Service to Fair Is Opened" on April 25, 1939, and "Direct Subway Runs To Flushing, Astoria" on October 15, 1949, provide valuable information on the expansion of subway services. Other reports, including "Transit Platforms On Lines In Queens To Be Lengthened" on November 20, 1949, and "2 I.R.T. Expresses to Cut Flushing-Times Sq. Run" on March 10, 1953, detail the improvements made to the subway system. The New York Herald Tribune also published relevant articles, such as "37 Platforms On Subways To Be Lengthened" on November 20, 1949, and "Super Express In Its First Run From Flushing" on March 13, 1953. Additionally, Leonard Ingalls' article on August 28, 1953, discusses the addition of cars to subway lines and the speeding up of services. The Long Island Star-Journal reported on the introduction of a fourth super-express on the IRT-Flushing line on August 6, 1955. Further changes were made in the following years, including service reductions and modifications to weekend schedules. The New York Division Bulletin published articles on these developments, such as "Service Change" in December 1964 and "R17s to the Flushing Line" in December 1962. The Annual Report of the New York City Transit Authority for 1962-1963 also provides information on the subway system's operations during that period.The history of the 7 subway line in New York City dates back to 1963. In May 1985, the city proposed a plan to renovate the Flushing Line, which was expected to cause disruptions for residents of Queens. The project was completed in 1989, and express service was introduced on August 21 of that year.However, the introduction of express service caused some controversy, as the elimination of certain stops was criticized by riders. One stop that was eliminated was at 61st Street/Woodside, which led to overcrowding on other parts of the line.In 1992 and again in 1993, further disruptions were caused by repairs on the line. The repairs took several months to complete but ultimately resulted in faster service times.The 7 subway line has undergone many changes over the years, including a major extension that was completed in 2015. This expansion added new stations at Hudson Yards and other areas of Manhattan.Today, the 7 subway line is one of the busiest in New York City, with over 400,000 passengers riding it every day. Despite the challenges posed by its aging infrastructure, the line remains an essential part of the city's transportation network.Note: I removed many of the specific dates and references to articles, as they were not crucial to understanding the overall history of the 7 subway line. I also tried to condense the text into a more readable format while still conveying the main points. The 7 train has faced several delays and setbacks in its expansion plans to Secaucus, New Jersey. In 2010, it was reported that the MTA was considering extending the line into NJ, but by 2012, this plan had been scrapped. In 2018, the idea was revived as part of a study on cross-Hudson rail options, and in 2023, the MTA announced service changes to accommodate station enhancements.Historically, the 7 train has undergone several upgrades, including the installation of new signals in 2018. The line has also seen various changes in its fleet over the years, from the original interborough Fleet to modern R62 cars. In 2003, a series of subway car malfunctions led to service disruptions, and in 2008, the MTA introduced a new wayfinding system for riders.Overall, the 7 train has faced several challenges and changes throughout its history, but remains an important part of New York City's transportation infrastructure.The No. 7 Train, also known as the International Express, is a subway line in New York City that has undergone significant changes over the years. ^ Rubinstein, Dana (September 5, 2012). "M.T.A. To Upgrade 7 Line by Trading Old Cars to Lexington Avenue". Capital New York. Archived from the original on May 13, 2014. Retrieved May 15, 2014. ^ Mann, Ted (November 18, 2013). "MTA Tests New Subway Trains on Flushing Line". The Wall Street Journal. Archived from the original on December 7, 2013. Retrieved November 19, 2013. ^ International Express. Columbia University Press. February 22, 2017. ISBN 978-0-231-54361-3.The New York City Subway's 7 train has been featured in various news articles and announcements. In January 2020, actress Awkwafina took over the subway announcement system for a week, warning commuters to "stop manspreading" on the crowded 7 train. The MTA had begun using celebrities to make subway announcements as part of an advertising campaign.The 7 train has also been featured in various media outlets and news articles, including a profile on Wikipedia. The page includes information about the train's history, routes, and operations, as well as links to external resources and videos.In April 2024, the New York Mets unveiled their new "City Connect" uniforms, which were designed in collaboration with the team. The uniforms feature a new design inspired by the city of New York.The page also includes information about related topics, such as the Long Island Rail Road, Queens, and Flushing Meadows-Corona Park, among others.The New York City Subway Service 7 is a rapid transit service in the IRT Broadway/Seventh Avenue Line. The route starts at South Ferry and runs to Main Street in Flushing, with many local stops in between. The line also has several express services such as the 7-Flushing Local and the express service to MetsWillets Point.

The next subway train leaving Astoria-Ditmars Blvd will arrive at 12:44 PM. You can track the subway using the Transit app and view real-time updates. The app provides information on subway crowding levels and departure times for future N line trips. There are 27 subway stops on the N line, and you can find current information about the train's status in the Transit app.AV/63 St Subway, 5 Av/59 St, Central Park South & Grand Army Plaza - 2 side platforms R all times except late nights. W weekdays only. - 1 local station 57 St-7 Av W 57 St and 7th Ave. - 1 local station W 49 St and 7th Ave (W 55 St). All times except late nights. Weekdays only.Times Sq-42 St - 2 island platforms A, C all times except late nights. E, Q, R, S all times except late nights. W weekdays only. - 1 express station 34 St-Herald Sq W 35 St between Broadway and 6th Ave. - 1 local station W 32 St between Broadway and 6th Ave. (W 34 St). All times except late nights.14 St-Union Sq - 2 island platforms L, Q, R all times except late nights. W weekdays only. 4, 5 all times except late nights. - 1 express station Union Square West and E 16 St. Broadway and E 14 St. Canal St - 1 local station Canal St. (Broadway & Canal). All times except late nights. - 1 rush hour station Lafayette St and Canal St, Centre St, J, Q, R all times except late nights. W weekdays only.36 St - 2 island platforms D, R Subway, local and express stations 57 St-7 Av W 57 St and 7th Ave. 59 St - 2 island platforms R Local station. ADA accessibleAv - 1 side platform No Transfers Open cut, local station. ADA accessible Fourth Avenue Line - 1 open cut, local station. New Utrecht Av - 1 open cut, local station. D Open cut, local station. ADA accessible.20 Av - 1 side platforms. No Transfers Bay Pkwy - 2 side platform No Transfers86 St. - 1 side platforms. No TransfersThe N Broadway Express is a rapid transit service operating in the B Division of the New York City Subway. This service runs 24/7 between Astoria's Ditmars Boulevard in Queens and Coney Island's Stillwell Avenue in Brooklyn. During peak hours, limited trains start and end at 96th Street on Manhattan's Upper East Side instead. The N operates with R46 and R68/R68A rolling stock, shared with the W train, from Coney Island Yard, which began service on June 22, 1915. The route map shows various lines used by the N, including the BMT Broadway Line in Manhattan.Weekday daytime service makes all stops in Queens and express stops in Manhattan, skipping DeKalb Avenue between Atlantic Avenue and 59th Street. Trains then go via the Manhattan Bridge, bypassing Lower Manhattan's Financial District. On weekends, trains make all stops in Manhattan from 34th to Canal Streets. Overnight service runs with all stations stopped.The N has 28 weekday stations, 32 weekend stations, and 45 late-night stations, with 22 stations only during limited services.The N train route originally served the Financial District and used the Montague Street Tunnel to travel between Manhattan and Brooklyn instead of the Manhattan Bridge. It stopped at DeKalb Avenue. The N was formerly the BMT Sea Beach Line's 4 service, running along the BMT Nassau Street Line in Lower Manhattan from 1915 to 1917, and then express on the BMT Broadway Line. In 1961, the 4 became the N. The N ran local in Queens along the IND Queens Boulevard Line from Forest Hills71st Avenue from 1976 until 1987. From 1986 to 2004, reconstruction on the Manhattan Bridge forced the N to run local on the Broadway Line via the Montague Street Tunnel.The N train operated on weekdays and Saturdays from evening until late night, with local service along the BMT Fourth Avenue Line. The N designation started appearing in April 1961 when R27 subway cars were introduced. A short-lived peak-direction "super-express" NX service began on November 27, 1967, and ended four months later due to low ridership. From April 15, 1968, NX trips became N trips. On December 31, 1972, late-night trains ran local in Brooklyn. Weekday evening trains stopped at 53rd Street or 45th Street. On August 30, 1976, weekday N service was extended to Forest Hills71st Avenue. Some trains ran only during rush hours on express tracks between Whitehall Street and Forest Hills. In January 1977, many subway lines reduced train size due to budget cuts, N trains ran with four cars from 9:30 a.m. to 2:15 p.m. Late nights saw the N service cut back to operate only between 36th Street and Coney Island. Evening rush hour trains were extended to Coney Island on November 26, 1984. The Manhattan Bridge reconstruction disrupted N service until April 26, 1986.The N train underwent significant changes in its service plan between 1987 and 1992. Initially, special B and Q trips were introduced to serve the new Archer Avenue Line upper level, but these were discontinued after May 23, 1987. The proposed service plan would have extended the N to Jamaica Center during weekdays, with G trains taking over on weekends and evenings.The final service plan, implemented on December 11, 1988, had E trains serving the extension, while R trains ran to 179th Street. On May 24, 1987, the N swapped northern terminals with the R, allowing for direct access to Jamaica Yard. This change aimed to improve the R's appearance and reliability.Trains operated via the Manhattan Bridge during late nights and weekends, while some went into service at 86th Street during AM rush hour put-ins. Between November 23, 1987, and May 13, 1988, a D train arrived at Ditmars Boulevard as an N train.When the north side of the Manhattan Bridge reopened on December 11, 1988, the N began running local in Manhattan and via the Montague Tunnel. Additional N service was provided during rush hours to replace B service to Ditmars Boulevard. Trains continued to run express in Brooklyn between Pacific Street and 59th Street/Fourth Avenue evenings and weekends.However, due to construction work in the 60th Street Tunnel, trains had to use a single track between June 10, 1990, and July 25, 1992. The Transit Authority and politicians pressured for N train service on the bridge's south side to resume on September 30, 1990. Despite warnings from engineers, trains ran express on Broadway in Manhattan and Fourth Avenue in Brooklyn at all times except late nights.On December 27, state inspectors forced N service to be rerouted via the Montague Street Tunnel again due to corroded support beams and missing steel plates, with trains running local on their entire route.In November '93, MTA proposed tryin' express N service along Fourth Avenue Line for a six-month trial. Some Brooklyn residents opposed it, sayin' it would hurt about 7,000 daily riders at 45th and 53rd Street stations.[30] On May 31, '94, the N started runnin' express in Brooklyn between Pacific St. and 59th St.Fourth Ave during weekdays midday and rush hours, while M ran local during those times.[31][9][32]From '94 to May 22, '95, the southern terminal of the N was at 86th St due to rehabilitation work at Coney IslandStillwell Avenue.[33][34] On Nov. 4, 2001, it got cut back again as the terminal's reconstruction project continued.[9] Between April 30 and November 12, '95, the north side of the Manhattan Bridge was closed for structural repairs. The N ran local in Brooklyn, replacin' M, which was cut back from 9th Avenue to Chambers Street during weekdays midday and weekends.[35][36][37]After Sept. 11, 2001 attacks, N service was initially rerouted between Canal St. and Atlantic AvePacific St, operatin' via the Manhattan Bridge and makin' all stops along the full route. On September 12, it got split into two sections: the northern section operatin' between Ditmars Blvd. and 34th Street, and the southern section operatin' between Court St. and Stillwell Ave; service in the northern section bypassed 49th St in both directions.[38][39]On September 17, N service was completely suspended and replaced by W trains in Queens, Q and W trains in Manhattan, and M trains in Brooklyn.[38][39] Normal N service was restored on October 28.[40] On September 8, 2002, weekend and late night N service got reduced to a shuttle between 86th St. and Pacific Streets due to Coney Island terminal's reconstruction project. The W got extended to Manhattan and Astoria, Queens at all times during this part of the reconstruction.[9][41][42]On February 22, 2004, the Manhattan Bridge was finally completed. The N returned to its full route in Manhattan and Queens at all times, usin' the Manhattan Bridge except nights (via Fourth Avenue express). On weekdays, N trains ran express between 34th St in Manhattan and 59th StFourth Ave in Brooklyn via the Manhattan Bridge, and local elsewhere; several trains ran express on the entire Broadway Line and short-turned at 57th StSeventh Ave or Times Square during morning rush hour.[8][9][43][44] On weekends, it made local stops in Manhattan but ran express in Brooklyn usin' the Bridge. During late nights, it ran local along its entire route via the Montague Street Tunnel, replacin' the R train. On May 29, '95, the new Stillwell Ave terminal was completed and N service between 86th St and Coney Island got restored.[9][45] On June 28, 2010, the N began runnin' local in Manhattan north of Canal St at all times, replacin' W on weekdays which was discontinued due to budget cuttin's.1. N train servicesThe N train initially adopted the weekend service pattern. However, some short-turn trains continued to operate express in Manhattan. 2. Montague Street Tunnel repairsThe Montague Street Tunnel was closed from August 2, 2013, to September 14, 2014, for repairs following Hurricane Sandy. During this time, overnight N services were rerouted via the Manhattan Bridge, skipping six stations.3. BMT Broadway Line restorationIn November 2016, MTA restored BMT Broadway Line services to their 2004-2010 pattern. This change resulted in the N train becoming a weekday express between 34th Street/Herald Square and Canal Street again. The local service was replaced by the W train.4. Short-turn N trains extensionIn January 2017, all short-turn N trains were extended to 96th StreetSecond Avenue following the opening of the Second Avenue Subway.5. BMT Fourth Avenue Line rehabilitation From July 30, 2018, to July 29, 2019, N trains ran local along that section at all times due to tunnel structure rehabilitation works between 36th Street and 59th Street. 6. N train operation in ManhattanIn March 2020, the N began running local in Manhattan after W was temporarily suspended due to COVID-19 pandemic. Regular N and W service were restored in June.7. N train schedule The N train operates limited service on the IND Second Avenue Line between 96th Street and 72nd Street. It also runs along the BMT Broadway Line, Lexington Avenue63rd Street, Astoria Line, and Sea Beach Line.This subway station has limited service during weekday rush hours, with only one direction serving during peak hours. The station complies with the Americans with Disabilities Act and has elevators for accessibility in certain directions. There are several bus services that connect to this station, including the M15 Select Bus Service, which runs along Second Avenue in Manhattan. Other nearby stations in Queens and Coney Island include Pacific Street, 59th Street, and Sea Beach Line, which serve as transfer points for other trains. The station also has connections to other parts of Queens and Brooklyn, with bus services like the M60 and B24 operating from Astoria Boulevard. Additionally, there are several out-of-system transfers available at nearby stations, including the IRT Lexington Avenue Line at 59th Street and the Broadway Line at Lexington Avenue59st Street. The station has various transfer points to other subway lines, as well as connections to PATH trains and commuter rail services like Amtrak and LIRR. There are also several bus services that operate from nearby streets, including the M34A Select Bus Service and the M144/14D Select Bus Service. Some notable stations on this line include 96th Street, which serves the Second Avenue Line, and Astoria/Ditmars Boulevard, which serves the Astoria Line. The station also has connections to Times Square42nd Street and Penn Station, making it a key transfer point for many commuters. This subway line consists of various routes and branches that serve different areas in Brooklyn and Manhattan. The line begins at Atlantic Terminal, where trains connect to other lines such as the Union Street D subway, Ninth Avenue F-G (IND Culver Line), and Prospect Avenue.The line continues with 25th Street, 36th Street, and 45th Street, before reaching 53rd Street, 59th Street, and Sea Beach Line. Other notable stations on this line include 62nd Street D, Coney Island-Stillwell Avenue F (IND Culver Line), and Prospect Park.The N train is a major service on this line, with various schedules depending on the direction of travel. During rush hour, some N trains run express through Manhattan, while others take local routes in Brooklyn. There are also special late-night N trains that run via the Manhattan Bridge, offering alternative routes. Some notable features of this subway line include the 18th Avenue W and 20th Avenue W stations, which offer connections to other lines. The Sea Beach Line has a long history, dating back to 1917 when it opened with a new schedule. Today, the line serves over 1,000 passengers daily during rush hours.Overall, this subway line is an important part of New York City's public transportation network, connecting various areas and providing a range of service options for commuters and residents alike. service notice effective november 27, 1967 and archived on september 24, 2020 indicates changes to bmt and ind lines. ^ another service notice from april 15, 1968, archived by november 20, 2019, also mentions adjustments to the same lines. ^ according to a flickr post from new york city transit authority in august 1976, there were plans to make mini-train ideas more efficient. ^ however, as article by vincent cosgrove published on january 28, 1977, suggests that these ideas did not pan out as expected. ^ the same year, another service adjustment was made effective midnight, saturday, august 27, affecting bmt and ind lines. ^ documents provided by bernard linder in april 2001 detail further schedule changes to sea beach line services. ^ an article published in new york city transit authority's bulletin in 1986 explains the drastic measures taken due to riders' feedback. ^ a photobucket post from metropolitan transportation authority discusses the rollins on r46 subway cars, which were part of the service adjustments. ^ another instance can be found on photobucket. ^ an article by carol polsky published on december 11, 1988, highlights the opening of the new subway line in queens and its impact on services. ^ annual reports from 1989 detail changes made to rapid routes schedules and service planning. ^ a notice from new york city transit authority in may 1987 announces new routes for n and r trains, effective may 24, 1987. ^ another document provides information about system-wide changes in subway service effective december 11, 1988. ^ articles by johnson published on december 9, 1988, discuss the big changes made to subways that year. ^ "service changes" were announced for september 30, 1990, as shown in a pdf document archived from october 26, 2014. ^ neighborhood reports from november 14, 1993, published by lynette holloway highlight issues with subway express services. ^ a customer timetable from may 29, 1994, provides information on new york city subway services on the n train.This is a collection of various sources related to the N Train service in New York City Subway. The information includes customer timetables from 1995 and later, as well as news articles and press releases about changes to the N Train schedule. Some key dates mentioned include: May 22, 1995: A new timetable for the N Train was introduced, which included Manhattan Bridge service information. * April 30, 1995: An earlier timetable for the N Train was published, which is no longer available. * November 12, 1995: Another customer timetable for the N Train was issued. There are also mentions of bridge repairs disrupting off-peak subway service in March 1995. The World Trade Center was destroyed on October 2001, and its destruction led to changes in subway schedules. In September 2002, the N Train schedule was updated, and in July 2002, it was announced that the Stillwell Avenue Terminal would undergo reconstruction, affecting service in Brooklyn, Manhattan, and Queens. The N Train was restored to Coney Island in May 2005, and major changes were set for Monday in June 2010. A review of 2010 service reductions was conducted by New York City Transit in September 2011. More recent updates include the restoration of W Service to Astoria in February 2016 and the advancement of work on the Second Avenue Subway Service in February 2016. Overall, this collection of sources provides a glimpse into the history and changes to the N Train service over time. The New York City Subway's W Train has been reinstated with official approval from the Metropolitan Transportation Authority (MTA) Board in May 2016. The train had previously been discontinued, but was brought back due to popular demand and increased ridership. In December 2016, Governor Cuomo announced that the Second Avenue Subway would open on New Year's Day, marking a significant expansion of the subway system. The MTA has also revealed plans to shut down part of the N Subway tunnel in Brooklyn for emergency repairs next year. The MTA has been working to address issues such as aging infrastructure and declining ridership due to the COVID-19 pandemic.