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Intersectionality pdf crenshaw

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Kimberlé Crenshaw, a law professor at Columbia and UCLA who coined the term intersection to describe how people's social identities can overlap, told TIME about the politicization of his idea, its enduring relevance and why all inequality is not created equal. You introduced the crossing more than 30 years ago. How do you explain what it means today? These days, I start with what doesn't, because there are distortions. This is not identity politics on steroids. This is not a mechanism to turn white people into new pariahs. It's basically a lens, a prism, to see the way in which different forms of inequality often operate together and exacerbate each other. We tend to talk about racial inequality as separate from inequality based on gender, class, sexuality or immigrant status. What is often lost is how some people submit to all of this, and the experience is not just the sum of its parts. How do women experience inequality differently than men? Where do we see that in our daily lives? When we talk about inequality, we often talk about material differences in living conditions. Take income inequality. Many statistics show that women are still paid less for the same job. That doubles over a lifetime and means that the problem gets worse that older women get. There is also a term called poverty feminization, which speaks in all ways that the state of life — such as child-rearing, divorce, disease — impacts women more deeply. Across social planes, from problems to problems, from institutions to institutions, you see women doing on average worse than men. How does race affect that image? When you add in other inequality-producing structures such as race, you have compounds. So for example, the data shows that the median wealth of white women is somewhere in the $40,000 range. Black women are $100. Where do you see politics coming into play? Issues of concern to women are often thought through. Even the Democratic approach to inequality is focused primarily on men and boys. Anything intended to address gender inequality should include a racial lens, and anything intended to address racial inequality should include a gender lens. Unfortunately it has not been at the center of political and policy debate. Why not? The image of the citizens is still male. When you get to some gender topics—like reproductive rights—then we're talking about women. But politics and policy are pretty much like drugs back then and still are: the male body is the body. What do you make of criticism from conservatives that concepts like intersectionality are a means to fetishizing victimization, that the left interprets loss as a kind of moral superiority? Intersections are just about how certain aspects of who you are will improve your access to good things or your exposure to bad things in life. Like many other social justice ideas, it stands because it resonates with people's lives, but because it resonates with people's lives, it is attacked. There is nothing new about defenders of the status quo criticizing those who demand that injustice be dealt with. It's all a crisis over the sense that things might actually have to change for equality to be real. What advice would you give the average person about what they can do today to help achieve more equality in America? Self-interrogation is a good place to start. If you see inequality as their problem or any other unfortunate problem, it is a problem. Being able to attend to not only unfair exceptions but also, frankly, unsolved inclusion is part of the equality gambit. We have to be open to looking at all the ways our system reproduces this inequality, and that includes privilege as well as danger. This article is part of a special project on equality in America today. Read more about The March, time's virtual reality remake in March 1963 in Washington and sign up for TIME's history bulletin for updates. For your safety, we have sent a confirmation email to the address you entered. Click the link to confirm your subscription and start receiving our newsletter. If you don't get confirmation within 10 minutes, please check your spam folder. Contact us at letters@time.com. Metro de Madrid De izquierda a derecha y de arriba abajo: entrada a la estación de Gran Vía, andenes de Príncipe Pío, andenes de Cuatro Caminos, antigua estación de Chamberí, vista aérea de las antiguas cocheras de Cuatro Caminos, y un tren en Guzmán el Bueno.LugarUbicación Comunidad de Madrid (España)DescripciónTipo MetroInauguración 17 de octubre de 1919 (101 años)Zonas tarifarias Características técnicasLongitud 293.91 km (2018)[1] Estaciones 302 estaciones[1] [n. 1] Ancho de vía 1445 Line No. 12 Metro lines + 1 branch 3 lines of Light Metro[n. 2] Car Number 2341 cars (2018)[1] Employees 7142 employees (December 31, 2019)[2] Machinists 1829 1829 (August 2019) [3] Passengers 657.21 million journeys (2018)[1] Operador Metro de Madrid S.A., Transportes Ferroviarios de Madrid S.A. and Metro Ligero Oeste S.A.Authority Consorcio Regional de Transportes de MadridMapa NotasPage Metro de Madrid site[edit data on Wiki] Metrodata de Madrid is a metropolitan rail network serving the Spanish city Inaugurated on 17 October 1919 by King Alfonso XIII and currently the largest metro network in Spain , with a length of 294 kilometers. [5] With a total of 302 stations,[5] it is the third in Europe per kilometre, after those in London and Moscow, and ninth in the world, behind the meters of Shanghai, Beijing, London, New York, Seoul, Moscow, Tokyo and Guangzhou. [4] It is also the second oldest metro network in the Spanish-speaking world, after the Buenos Aires Metro. [4] It was also one of the fastest expanded between 1995 and 2007. In 2018, 657.21 million displacements were counted. [1] Of the current 302 stations, in 201 the line passed, on a transfer of 27 lines, in 10 three-lane stops and at Avenida de América station four lines coincided. At these three stations (Tres Olivos, Estadio Metropolitano and Puerta de Arganda), train changes were made on the same line, and in 21 stops there was correspondence with madrid de Renfe's Cercanías network. Madrid's metro network consists of 12 conventional lines and branches joining the Opera and Príncipe Pio. In addition, there are three light rail lines totaling 27.78 km and having 38 stations. Of these three lines only line 1 is operated by Metro de Madrid, S.A., the other two lines operated by Metro Ligero Oeste, S.A. The current network Main article: Madrid Metro Station The distance between the tracks that make up the madrid metropolitan track (line width) is 1445 mm on the heavy metro line (10 mm more than the standard width) , while on the light meter is 1435 mm , standard width. Trains run on tracks to their left, unlike how most rail networks currently run in Spain, which do so on the road to their right. [n. 3] This was because in Spain until 1930 there were no circulation rules that forced the entire country to move on the right (for example, in Madrid it was circulating on the left until 1924, while in Barcelona it always went right). Because madrid metro network and remains independent of other Spanish rail networks, and to save high costs to change the signal system, it was chosen because Madrid Metro trains continue to run on the left. The Ligero Metro line runs on the right. Main Article History: History of Madrid Metro In the city center, especially in puerta del Sol (see: History of puerta del Sol) already existed at the end of the nineteenth century tram and carriage traffic that began the proposed metropolitan rail system, but nothing would happen for one reason or another. It wasn't until 1914,[6] that Madrid had about 600,000 inhabitants, when engineers Miguel Otamendi, Carlos Mendoza and Antonio González Echarte presented a new metro network project. This will provide the city with four lanes with a total length of 154 km. Its journey includes the original routes of lines 1, 2, 3 and 4 of the current metro, but with fewer lengths than now. Work began on April 23, 1917. [6] Antonio Palacios was the architect who designed Madrid's main station and metro mouth until his death in 1945. The visit of the authorities to the metro works in January 1919 On 17 October 1919 King Alfonso XIII inaugurated the first line between Puerta del Sol and Cuatro Caminos. The line has 3.48 km and eight stations. Such was the success of the new means of transportation that in the first year was used by more than 14 million users. In 1924 round-trip tickets were first established[citation needed] and by 1926 there were already 14.8 km of tracks. [7] In 1955, the decision of the Law on Joint Financing Regime was enacted to establish the Madrid Metropolitan Company, which would be responsible for the commercial operations of services and the purchase of mobile parks, while the State remained responsible for the realization of new line infrastructure. [6] It also began with an extension of the platform from 60 to 90 m to allow the use of trains with six cars. Between 1981 and 1982 the entire sign was changed to a Madrid Metro traveller, a schematic foreground was created and a diamond drawing was redesigned, more in line with the new sign. Unlike other meter signals that have evolved over time, arcadi designer Moradell Bosch created a completely different signage from the previous one with great success according to the Metro study itself, designing schematic foregrounds at 45o and 90o Metro and modifying diamonds/logos with discoloration and typography similar to new signage. In 2009 metro de Madrid commissioned the same designer, Arcadi Moradell, to update the Signal Rules to the Traveler of the Madrid Metro Network. Due to corporate economic problems, the State intervened by the Royal Decree-Law 7 June 1978. During the first years of democracy, new lines were inaugurated, reaching network sizes of up to 100 km. Under Director of Operations engineer Javier Bustinduy from 1983 to 1988, new organizations, mobile equipment, station renovations, service scheme changes, maintenance and operations were developed, and traveller growth recovered after years of uninterrupted descent. In 1986, the Community of Madrid and the Madrid City Council took control of the metro. The four-year plan for enlargement began in 1995. In the 1995-1999 plan, lines 8 and 11 were created and others expanded, exceeding 170 km and the mobile park was renovated with the acquisition of new trains. The 1999-2003 action was to build MetroSur and on the 2003-2007 plan, light rail and extensions to several metropolitan cities were introduced. It should be noted that, after the opening of MetroSur in 2003, Madrid's metro network has, since then and still is now, the only metropolitan rail network in the world that has two circular lines (Line 6 and MetroSur, i.e. Line 12). Madrid Plano Metro Line from Madrid Metro on a large scale. Plane scheme from Metro Madrid. Terminal Line Opening Length[8] Stations Average distance between Stations Andén Type detren Gauge?? Configuration[6][9] [n. 4] Users (2019)[10][11] Pinar de Chamartín - Valdecarros October 17, 1919[12] 23.32 km 33 723 m 90 m s. 2000-A CAF Strait MR-MR-MR 97 425 512 Las Rosas - Four Roads 14 1924[13] 13.97 km 20 701 m 60 m (Four Roads - La Elipa) 90 m (L.A. Almudena - Las Rosas) s. 3000 CAF MSRM 42 022 840 Villaverde Alto - Moncloa August 9, 1936[14] 14.8 km 18 912 m 90 m s. 3000 CAF MRSSRM 70 818 209 Argoelles - Pinar de Chamartín 23 March 1944[15] [16] [n. 5] 14.63 km 23 695 m 60 m, s. 3000 CAF MSRM 43 540 262 Alameda de Osuna - Cottage June 5, 1968[17][n. 6] 23.21 km 32 725 m 90 m s. 2000-BFs. 3000 CAF* MR-MR-MRSRM* 72 264 390 Circular October 11, 1979[18] 23.47 km 28 838 m 115 m s. 8400 CAF. 5000 CAF Width MRSSRMMM-MM-MM 111 713 318 Hospital del Henares - Pitis July 17, 1974[19] 28.25 km 31 1,097 m 115m (Pitis – Metropolitan Stadium) 90m (Barrio del Puerto – Hospital del Henares) s. 9000 AnsaldoBreda MRSSRM (Pitis - Metropolitan Stadium) MRM (Metropolitan Stadium - Hospital del Henares) 46 608 442 Ministry of New - Airport T4 June 24, 1998[20] [n. 7] 16.4Z km 8 2,057 m 115 m s. 8000 MRS CAFM (custom) MRM-MRM (occasional) 19 748 029 Paco de Lucia - Arganda del Rey 30 January 1980[21] 39.50 km[n. 8] 29 1,410 m 115 m s. 5000 CAF s. 8000 CAF* s. 7000 and 9000 AnsaldoBreda s. 6000 CAF (TFM) MM-MM-MM MRM- MRSSRM MM or MRM (Part TFM) 45 170 827 Infanta Sofia Hospital - Puerta del Sur February 1, 1961[n. 9] 39.79 km 3 1 177 m 115m (South Gate – Three Olives) 90m (Montecarmelo – Hospital Infanta Sofia) s. 7000 and 9000 AnsaldoBreda and s. 8000 MRSSRM (South Gate - Three Olives) MRM (Three Olives - Infanta Sofia Hospital) MRM-MRM (s.8000) 78 755 288 Elliptical Square - La Fortuna November 16, 1998[22] 8.08 km[n. 10] 7 1,214 m 115 m s. 8000 CAF MRSM 5 620 922 Circular 11 April 2003[23] 40.6 km 28 1,462 m 115 m s. 800 CAF 36 570 957 Opera - Prince Pio December 26, 1925[24] 1.09 km 2 1090 m 60 m to 3000 CAF Strait MSRM 6 584 620 Pinar de Chamartín - Table 24 May, 2007[25] 5.4 km 9 600 m 45 m Alstom Citadis 302 Tram MRRRM Cologne Garden - Aravaca Station July 27, 2007[[2] 8.7 km[27] 13 667 m Cologne Garden - Puerta de Boadilla 13.7 km[27] 16 855 m Series and compositions marked with an asterisk* , is replacing older units due to asbestos detection in older parts of the train. Metro Light Composition of the Light Metro in February 2007. Light Metro is a transportation used for transporting travelers in urban areas. The concept is similar to modern trams, and one of its characteristics is that the vehicle operates in a partially separate or completely separate vehicle traffic system, with reserved lanes, remote tracks, and its own but minimal signs. The car is an electric-powered motor. In this way, trams are back in circulation in Madrid after 35 years. The 27.78 km layout (which parts stretch underground in the city of Pozuelo and in the Hortaleza district) was inaugurated in 2007 spread across three of its lines in operation:[25][26] Pinar de Chamartín - Las Tablas Colonia Jardín - Jardín Colonia Aravaca Station - Puerta de Boadilla Infrast Station , there are two types of lines depending on the gauge or dimensions of their tunnels (taking into account that the Metro light line will not enter any of these groups by size or by characteristics) : narrow gauges, lines 1, 2, 3, 4, 5 and Ramal. The tunnel is 6.86 m wide and 5.36 m high, mostly at shallow ground depths and generally following the layout of the road. The average distance between stations is 630 m. The length of the station train varies between 60 m line 2 and 4 and Ramal, where the composition of trains up to 4 carriages can fit, and 90 m of lines 1, 3 and 5 where the composition of up to 6 cars fits. The train cars running along this line are all 2.30 m wide, between 3.34 and 3,521 m high and 14.72 m long. [9] Wide gauges, lines 6, 7, 8, 9, 10, 11 and 12. The tunnel is 7.74 m wide and 6.87 m high and deep, which has allowed the use of tunnelers for lines built since 1990, the diameter of which has been repaired at 8.07 m. The average distance between stations is 850 m. Station trains of this type of line are between 110 and 115 m long, except for a walk at the MetroNorte and MetroEste section stations, 90 m long, and are ready to accept the composition of up to 6 cars, whose dimensions vary depending on the series in place, although the width is always 2.80 m for all series. [9] Located deeper below the surface is line 6 at Cuatro Caminos station, 49 m deep. Meanwhile, on some wide gauge lines, narrow gauge trains are sailed, counting runs or trains with temporary metal supplements called stirrups, used to fill the gap between narrow gauge train carriages and wide gauge platformers. This situation occurred in the early years of line 7, through supplements on the railway, and on line 10 (in the New Ministries - Fuencarral section, prior to the comprehensive reform of the line, which led to it joining MetroSur) and 11 (from shortly after its opening until September 2010), by way of yammer on the platform. The surface of madrid's metropolitan network is underground for most of its extensions, except in the following parts where it circulates on the surface: Eugenia de Montijo - Empalme, after the Empalme-Campamento section is buried. [28] T4 Airport is the only indoor station found on the line. Puerta de Arganda - Arganda del Rey, section named Transportes Ferroviarios de Madrid or line 9B. Lake-Casa de Campo, across Casa de Campo. On the other hand, light rail networks usually run on the surface: Virgen del Cortijo-Blasco Ibáñez and María Tudor-Las Tablas Colonia Jardín-Estación de Aravaca, except Somosaguas Sur and Avenida de Europa stations, Prado del Rey-Somosaguas Centro and Campus de Somosaguas-Berna (moderate, however, stations on the surface) and short tunnels under the M-502 and M-503 streets. Colonia Jardín-Puerta de Boadilla, except Monteprínciпe Station. Signal and communication systems Before the start of the 21st century on the Madrid Metro, various signal systems coexisted; based on fixed cantons, track circuits, speed codes, light and fixed signals, and traffic setting systems using ATP 1 and 2 operators and the ATO depending on the age of the line. Coinciding with the turn of the century all of this infrastructure was replaced by more sophisticated systems based on mobile cantons, beacons, object spacing and CBTC as traffic regulatory systems. The first line to receive the new system is the 8th, with DO-based ATP (Objective Distance), a modern posteriormete to CBTC. Lines 2, 3, 7, 10, 10b (Metronorte), 11, 12 (Metrosur) and R (Ramal) continued, giving them ATP-DO. In 2011 it took lines 1 and 6 with Bombardier's CITYFLO 650 (CBTC) technology, and 7b (Metroeste) with INVENSYS Rail's CBTC SIRIUS. Recently the changes have reached line 5 in 2018 and line 4 in 2020, both to ATP-DO can be upgraded to CBTC. As a communication system, Train-Earth analog technology is used in tunnel and radiocommunication and security systems (RTE and RTS), with coverage limited to the scope of the season. TETRA's digital mobile radio system is currently installed on almost all networks except line 9, where it will be installed in early 2020. This technology makes it possible to build its own communication network, closed and secure, so that the Metro Command Post, all metro network personnel, the Spanish State Security Corps and Forces and Emergency Services can come into contact permanente. Mobile phone coverage as of August 2020, there is coverage in the following sections: from Chamartín to Valdecarros. the entire line has coverage. from Moncloa to Legazpi and at hospital stations 12 de Octubre, Villaverde Bajo-Cruce and Villaverde Alto. from Argoelles to Alonso Martínez and from Goya to Avenida de América, in addition to Mar de Cristal station. the entire line has coverage. the entire line has coverage. the entire line has coverage. the entire line has coverage. from Castile Square to Sainz from Baranda and from Rivas Futura to Arganda del Rey. at Tres Olivos station, from Begoña to Príncipe Pio and on the stretch on the surface between Lago and Casa de Campo. at The Elliptical Square station. from Parque Oeste to Casa del Reloj (clockwise) and at El Bercial and Getafe Central stations. all branches have coverage. By early 2020, it is envisioned to expand the coverage to the Star stretch to Puerta de Arganda (line 9), in addition to line 12 in full. During the summer, the remaining seasons of lines 1, 3, 10 and 11 will be completed. By September 2020, all stations will have coverage. [30] Stations with open barriers At certain Metro stations, barriers remain open as part of tests to determine whether this reduces their use. Thus, if the traveler validates his ticket the door remains open, while if he tries to pass without the ticket they will close. Tests began on February 12, 2018 at Alsace station, and by the end of March spread to Pacific, Lavapiés and Feria de Madrid stations. [31] By early 2019, Metro Madrid plans to extend the test to 29 other stations, mostly on lines 1, 2 and 3. [31] On March 23, 2019, Arroyofresno Station (Line 7) entered service, becoming the first station to have the system since the first day of service. [32] The Madrid Metro estimated that the move would cause doors to open and close 75% less, with associated energy and maintenance savings; and it will allow for greater fluidity of travelers by not having to wait for the doors to open and close. [31] In June 2019, the system was removed from all stations, as the company said it was confusing for users, as well as becoming problematic for people with disabilities. [33] Electrification of Electrification at Metro Madrid 600 Vdc 750 Vdc 1 500 Vcc Electrification for built before 1999, or not reformed to change their supply voltage, are 600 Vdc, three Light Metro lines operate like most modern trams, at 750 Vdc, and lines built from 1999 or renovated to change the supply voltage they operate at 1500 Vdc, where lines are now doing so at 600 Vdc. Voltage Lines 600 Vdc 750 Vdc 1500 Vcc Line 1 , 4, 5 and 6 operate at 600 Vdc, but are ready to do so at 1500. All traffic, station installation control, security and energy are controlled from the central post installed in Alto del Arenal, there are several station installation control centers and security controls such as Metrosur, in the center of Puerta del Sur. In the past, Pacific engine ships controlled electrical incompetence. It has three diesel engines that provide 5000 kW to the grid, was made in addition to the first metro line and was on duty until 1972. Today it is one of andén 0's headquarters and can be visited freely. The type of rigid catenaria at Nuevos Ministerios Antigua catenaria tranviaaria station on line 4 Catenarias installed since 1999 is rigid (with the exception of stretching on the surface), that is, they are solid rails hanging from tunnel vaults, rather than copper or aluminum wire. In the pre-1999 section of the narrow measuring line before being reformed was a type of tram (or thread) and was a conventional catalyst found in the pre-1999 (unconformed) part of the wide gauge line and the new surface section. In the future all tunnel catering will be replaced by this new system patented by metro de Madrid; not so on the surface part, as it requires more support and is therefore more expensive to install. In the case of the Light Metro line, catering is a tranviary-style thread on the surface and rigid in the tunnel. In particular, existing catenary by type on conventional Metro lines are as follows: Catenaria rigid Enteras Casa de Campo - Empalme; Eugenia de Montijo - Alameda de Osuna Paco de Lucía - Herrera Oria Infanta Sofia Hospital - Lago; Casa de Campo - Puerta del Sur Catenariaconvention outdoors Empalme - Eugenia de Montijo airport station T4 Puerta de Arganda - Arganda del Rey Lago - Casa de Campo underground Herrera Oria - Puerta de Arganda (catenary) Madrid Metro classic mobile park. 3000 series trains. In 2018 Madrid's Metro network had 2322 cars in its mobile parks: 1224 narrow gauges and 1090 wide gauges. The units currently in circulation on the network are included in the following series or types:[n. 4] Series 2000 Lines 1 and 5, in the composition of MR-MR-MR. Series 3000 Lines 2, 4 and Ramal, in mrsm composition. 3 and 5, in the composition of MRSSRM. Series 5000 Line 9 between Paco de Lucía and Puerta de Arganda, in MM-MM-MM composition (gradually replaced by the 9000 series trains). In Line 6 you can find units that make reinforcements. Series 6000 Line 9 between Puerta de Arganda and Arganda del Rey (TFM section), in MM or MRM composition. Series 7000 Line 9 between Paco de Lucía and Puerta de Arganda; and line 10 between Tres Olivos and Puerta del Sur, in mrssrm composition. Series 8000 Line 10 between Tres Olivos and Hospital Infanta Sofía, in mrm composition; line 8 in the MRSM composition. Series 8400 Line 6 in MRSSRM composition, line 9 in MRMMRM composition, line 11 in MRMMRM composition and line 12 in MRM composition. Series 9000 Line 7 between Pitis and Estadio Metropolitano, line 9 between Paco de Lucía and Puerta de Arganda and line 10 between Tres Olivos and Puerta del Sur in mrssrm composition. Line 10 between Tres Olivos and Hospital Infanta Sofía and line 7 between Estadio Metropolitano and Hospital del Henares in mrm composition. Line 12. Series 300 and 1000 circulated along narrow measuring lines, but were removed from active service due to their age, although some of them were used for network maintenance work. They were produced in the 1960s and 1970s. They served on line 5 until June 2002. Since that date came the train series 2000. Line 5 lasts the most with 1000 and 300 series trains. Most of Madrid's Metro mobile parks are produced by CAF, in particular the 2000, 3000, 5000, 6000 and 8000 series. The other units, which make up the 7000 and 9000 series, were produced by Italy's AnsaldoBreda. The Citadis tram from Metro Cahaya was built by Alstom. The composition of line 12 can be expanded to 6 cars as it is from line 10, as this, from series 7000 and 9000, is the composition of 3 cars such as MetroEste (line 7), TFM (line 9) and MetroNorte (line 10). Line 9 has a wide range of trains, as it is run by 5000 and 9000 series trains, and from 6000 series along the TFM section. About 7000 and 9000 series trains are bitvoltage, i.e. they can run at voltages of 600 Vdc and 1500 Vdc. Line 8 provides 8000 series trains carrying checked attached baggage. The train is still running on line 8 but no longer collects luggage in the special section. Deposits and a Metro Garages garage at Cuatro Caminos. The Metro has several depots and train garages next to several Madrid Metro stations,[9] and can be on the surface or underground. Deposits. They are the largest facilities of this type, usually located on the surface and can contain workshops for maintenance. The deposits are: Four Roads, Sales, Canillejas, Aluche, Fuencarral, Sacedal (in Laguna, Hortaleza, Cuatro Vientos, Loranca, Valdecarros and Villaverde Alto. The most important thing in terms of facilities is located in Canillejas, which has the largest workshop, located on a 30-hectare plot, and reached via Canillejas and Torre Arias stations. Garage. They are usually smaller than deposits and are usually located underground. They are located at: Argoelles, Moncloa (destroyed in moncloa station reform line), Miguel Hernández, Ciudad Universitaria, Puerta de Arganda, Nuevos Ministerios, El Bercial, Universidad Rey Juan Carlos, Cuatro Caminos and Arganzuela-Planetario. Light Metro Garage. Madrid's Metro Ligero also has garages located in Sanchinarro (Hortaleza), Boadilla and Pozuelo. Accessibility Not all stations on the network are tailored for people with limited mobility. Those with accessibility logos on board. The rate of accessible stations has increased rapidly in recent years for two reasons: All newly created stations become accessible. Many stations have been renovated, especially after the reform of line 3. The most inaccessible lines are lines 9, 4, and 5 (at least accessible) with less than 50% of stations adapted. The most accessible lines are: three meters of light and lines 3, 8, 11, 12 and Ramal (with all stations adapted). [34] The last Accessibility Plan (2016–2020) included an adaptation of 21 stations by installing elevators,[35] of which 7 (Sun,[36] Prince Pío,[37] Barrio de la Concepción,[38] Portazgo,[38] Pavones,[38] Plaza Elíptica[39] and Bilbao[39]) have been renovated. In addition, Sevilla station has been renovated between April 2018 and May 2019. [40] The Adapted Station Adaptation Station adaptation station was included in the Adaptation Level Accessibility Plan after Pinar de ChamartínValdecarros reformed 33 19 57.6% Gran Via (Closed for work) Tribunal 63.6 %6 % Las RosasCuatro Caminos 20 11 55 % Manuel Becerra Ventas San Bernardo Príncipe de Vergara 75 % Villaverde AltoMoncloa 18 100 % None, all accessible 100% ArgoellesPinar de Chamartín 23 10 43.5% Avenida de América Diego de León Alonso Martínez San Bernardo 60.9% Alameda de OsunaCasa De Campo 32 10 31.3% Diego de León Alonso Martínez Ventas Gran Vía (closed by work) Acacia Oporto Núñez de Balboa 53.1% Circular 28 17 60.7% Avenida de América Diego de León Manuel Becerra Oporto Méndez Alvaro 78.6 % Hospital del HenaresPitis 31 23 74.2 % Avenida de América 77.4 % New MinistryAeroport T4 8 100 % None, all accessible 100% Paco de LucíaArganda del Rey 29 14 51.7% Avenue of America Prince of Vergara Núñez de Balboa 62.1% Infanta SofíaPuerta South Hospital 31 25 80.6% Alonso Martínez Tribunal Begoña 90.3% Elliptical PlazaLa Fortuna 100% Follow the Action Plan, all accessible 100 % Circular 28 100 % None, all accessible 100 % OperaPríncipe Pio 2 100 % None, all accessible 100 % Pinar de ChamartínLas Table 9 100 % None, all accessible 100% Kolonia JardínThestation from Aravaca 13 100 % None, all accessible 100% Cologne Garden Boadilla Door 16 100% None, all accessible 100% Total 302 199 65.9 % 71.5% Acacia station pairs /Ambassadors and Novitiate Station/Plaza de España have been considered separately, although connected to each other (Ambassador and Plaza de España adapted, Acacia and Novitiat are not). Operating Schedule and Service The entire metro network has service hours from 6:00 am to 1:30 pm. The frequency between trains depends on the day and line, but usually ranges from 2 to 4 minutes in rush hour, from 4 to 7 in valley hours, from 8 to 11 between 22:00 and 24:00, and up to 15 from 24:00. Unlike most meters operating on schedule, this meter works at intervals with a system called SIRAT that regulates it, standing trains at some stations longer than seems necessary to honor that interval. From 22:00 at a later date, this rule is removed and operates as scheduled, making each trip faster. [41] Single paper fares are now no longer used. Ticket vending machines make it easy to buy various transportation tickets. Main article: Regional Transport Consortium: Madrid Metro Fares are part of the Transport Consortium, with personal and non-personal travel titles. These titles are stored on contactless cards:[42] Public Transport Cards can store private titles and up to two non-personal cards, while Multi Cards can be stored for up to three non-private titles. Public Transport Cards are obtained at the TTP Office by appointment, while Multi Cards can be purchased at stations and at watering for 2.50 euros. Non-personal titles There are three non-personal titles: single ticket, 10-way ticket, and tourist ticket. Single and ten-trip tickets are only valid for certain areas. If carried with a Multi Card, a 10-trip ticket can be used by multiple people on the same trip. Tourist tickets allow an unlimited number of trips over a period of time. Children under 11 years old receive a 50% discount. Single ticket and 10 trips[43] Simple Network Coverage Price (A) 10 trips Madrid Metro Station metro area A and Metro Light Line 1.50 to 2.00 * 12.20 MetroNorte Line Farm to Home Sick Infanta Sofia 1.50 11.20 Metro Metro Stadium Line to Hospital del Henares 1.50 11.00 MetroSur Line at Joaquín Vilumbrales and Puerta del Sur station, and the whole line 1.50 11.20 Light West line and Light Metro, No Transfer 2.00 12.00 TFM Line from Puerta from Arganda to Arganda del Rey 2.00 12.20 Combined All Metro and Metro Light 3.20 0 Network 0 18.00 Supplementport Paid to enter or depart via Airport station T1-T2-T3 and Airport T4 3.00 * Single ticket costs 1.50 euros for 5 stations or less, plus 0.10 euros per additional season up to a maximum of 2.00 euros Tourist ticket[43] Duration 1 day 2 days 3 days 4 days 5 days 7 days Price Zone A (A) 8.40 14.20 18.40 22.60 2 Price 6.60 80 35.40 Zone T (A) 17.00 28.40 35.40 43.00 50.80 70.80 Zone A tourist tickets are valid at Metro Stations, Light Metro and Surroundings in Zone A, in addition to all EMT lines (except Airport Express); while those in zone T are applicable in transporting all areas except on the Airport Express line and on trains to Toledo. Personal titles Personal titles are monthly or yearly subscriptions that allow unlimited travel in the areas they cover. They can only be used by one person on their personal card, so they need an appointment at the TTP Office. They apply in all Community transportation. Personal vouchers[43] ZonaAbono A B1 B2 B3 C1 C2 E1 E2 2 adjoining zones[n. 11] Normal 54.60 x 63.70 s 72.00 s 82.00 s 89.5 0 x 99.30 x 110.60 x 131.80 x 47.90 Young (7 to 25 years old) 20.00 n/A Seniors (over 65 years old) 9.30 .n. 12] - Free long-term parados[44] - Children (4 to 6 years old) free of charge[13] Blue Card (Disabled) 6.20 - Normal Annual 546.00 x 637.00 x 720.00 - 820.00 - 895.00 - 993.00 - 1,106,00 - 1,318.00 - Young Annual 200 0.00 N/A Annual Senior Age 93.00 [n. 12] - The areas in which there are metro are as follows: Zones[43] Zone Lines and stations Entire lines Pitis line to Estadio Metropolitano Line from Paco de Lucía to Puerta de Arganda Line of Communication to Four Winds Line from Elliptical Plaza to La Peseta Line from Barrio del Puerto to Hospital del Henares Line : Rivas-Urbanizations Station and Rivas Futura Line from Infanta Sofia Hospital to La Granja and Joaquín Vilumbrales station and Puerta del Sur Line: La Fortuna Line station from West Park to Arroyo Culebro (to the north) Line : Ri Vaciamadrid Station line from Universidad Rey Juan Carlos to Parque de los States (to the south) Line: La Poveda and Arganda del Rey stations are private or not, they are subject to a discount if carried with a Public Transport Card and the holder meets certain conditions. [45] This discount is 20% for people with disabilities of at least 65% or the overall category of large families; 50% for large family-specific categories. Once the discount is made, the price is rounded by a cut of up to ten cents. Discounts can be given, so that a person with disabilities at least 65% of the Large families will have a discount of 40% or 70%, depending on the large family category. Bibliometro and Canalmetro Kiosk bibliometro service types. Crystal Sea Station. The Bibliometro service became part of the Network in April 2005, making it available to book loan users, as a library, at Nuevos Ministerios, Canal, Aluche, Moncloa, Chamartín, Sierra de Guadalupe, Puerta de Arganda stations, Ambassadors, Cristal Sea, Carabanchel Alto, Legazpi and Puerta del Sur. The service is available from 13:30 to 20:00, and works with Madrid's unique library card, which is also used in the City and Community Council Library. Canalmetro is a set of videos offered by metro madrid that are played on several platformers and cars. Includes station information, news briefs, and subway advertising campaigns. Signage Signage For information to travelers currently in use introduced in 1982. It uses panels with different colors to indicate different objectives within the station, as well as unique colors to identify lines. [47] Color Blue Green Red Grey/White Meaning Information relating to the line and destination Information regarding the departure of the station Additional information Prohibition At the station there is a panel showing both stations that can be reached from the platform and the destination within the station itself. In addition, in halls and streets there are fact boxes with zonal maps, fare information, schedules, maps of the entire network and temporary notices such as strikes or service conditions. When there are service conditions, mobile posters are displayed in all lobbies reporting this. Inside each train there is a diagram of the line on which trains can run, as well as the public address announcing the station and their correspondence as they are reached. On some trains this information is also provided by the LED reel at the end of the car. [48] The station panel at Aluche Panels with a purpose at pinar de Chamartín Cartel station hangs on the ceiling, used in large spaces, at Pinar de Chamartín Esquema station (or thermometer) on the News box of the 7000 train series on the platform of Antón Martín Station station with temporary modifications by work, Pinar de Chamartín temporary poster station in the lobby of the Antón Martín Cartel in the elevator at Plaza de Castilla Teleindicador In addition to this fixed sign, on all walks there is an LED teleindicator indicating time left for the train and the next condition to serve if available. First Metro logo, in Tirso de Molina is currently the first logo to have a Madrid metro designed by Antonio González Echarte, the architect who also designed garages and other out buildings. The logo is mainly displayed at the entrance to the station, and consists of a red diamond with the word metro in blue. [49] After a small redesign in 1921, when blue became rectangular with its name, the logo changed drastically in 1931, as did the implementation of the Second Republic, the company changed its name from Compañía Metropolitano Alfonso XIII to Compañía Metropolitano de Madrid. The new logo, consisting of two emes to each other surrounded by ce on a garnet background, lasted until 1939, when the Franco regime reversed it to the previous one. [50] The logo did not change until 1981, when it was modified by Arcadi Moradell, who was tasked with creating Metro's visual identity, passing the text to lowercase and font to Helvetica. [51] In 2019, Metro presented its century-old logo, by Azucena Herranz, which modified the diamond to 100. [52] The Main Article of Metro Owl: Metro Metro El Owl is an evening bus service that replaced the Madrid Metro on Friday and Saturday nights after the network was closed at 1:30 a.m. It consists of 16 lines that partially cover metro line routes. The bus network disappeared on October 1, 2013. [53] L1: Plaza de Castilla - Congosto L2: Cuatro Caminos - Ventas L3: Moncloa - Legazpi L4: Argoelles - Parque de Santa María L5: Casa de Campo - Canillejas L6: Circular (anti-clockwise) L06: Circular (clockwise)) L7: Lacom a - Las Musas L8: Ministry of New - Barajas L9: Herrera Oria - Puerta de Arganda L10: Fuencarral - Cuatro Vientos L11: Elliptical Field - Pan Bendito Lines L121, L122 and L123 include route 12. Since January 21, 2020, the composition of the Board of Directors is as follows:[54] Angel Garrido, chairman of the board, as Director of Transportation, Mobility and Infrastructure of the People of Madrid. Miguel Angel García Martín, Vice President of the Council, as Vice Presidential Adviser and Digital Transformation of the Community of Madrid. María Consolación Pérez Esteban, as Madrid's Deputy Minister of Transport, Mobility and Community Infrastructure. María Teresa Barcons Marqués, as Technical Secretary General of Madrid's Ministry of Transport, Mobility and Community Infrastructure. Miguel Núñez Fernández, as Director General of Madrid Community Infrastructure. Silvia Roldán Fernández, as CEO of Metro Madrid. María Victoria Alonso Márquez, as Deputy Minister for Budget, Heritage and Community Contract of Madrid. Luis Miguel Martínez Palencia, as Managing Director of the Regional Transport Community Consortium of Madrid. Abel Bueno García, as Director General of Public Transport Madrid. Isaac Martinez Barbero, Deputy Economic and Competitive Advisor to the People of Madrid. Santiago Ruedas Arteaga, Non-Advisory Secretary. Union Representatives This article or section requires references that appear in accredited publications. This notice was placed on August 14, 2019. Since 2015, workers have been represented on the Business Committee, consisting of 33 delegates from the School of Movement, Technical and Administration; and Specialists and ineligible. This delegate was selected in the trade union elections held on 13 April 2015 and which gave the following results: Metro Machinists Collective Union (SCMM) 8 General Union of Workers (UGT) 7 Workers' Commission (CCOO) 6 Solidarity Workers (OS) 4 Free Metro and Suburban Union (SLMS) 4 Madrid Metro Technicians Union (STMM) 3 Base Commissions Union (co.bas) 1 Controversy of Madrid metro dispute especially maturing agglomeration and frequency [55][56][57][58][59] according to the union due to a lack of drivers and trains,[60] and the presence of asbestos,[58][61][62] which has led to the death of a worker. [64] Antigua Pacific's fascinating power plant data, today one of the two headquarters of Andén 0, the interpretation center of the Madrid Metro. At some point of the network, such as at Bilbao station, you can still observe the architectural style of the first era metro..... contrast with the vast and minimalist architecture that prevailed today in the enlargement of recent years. Exchanger by Cercanías Madrid train at Getafe Centro station. Chamberí Station was closed on the occasion of the operation of the expansion of line 1, as its proximity to the adjoining stop made it counterproductive. Since March 25, 2008 has been one of the headquarters of Andén 0, the interpretation center of the Madrid Metro. [65] There are several parts of the metro that have certain operations: line R or Ramal Opera-Prince Pio connects the two stations with 1.1 km, a tour of one or two units (during rush hour) of four cars as a shuttle. Opera has only one platform that shares line 2 and Príncipe Pio also

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