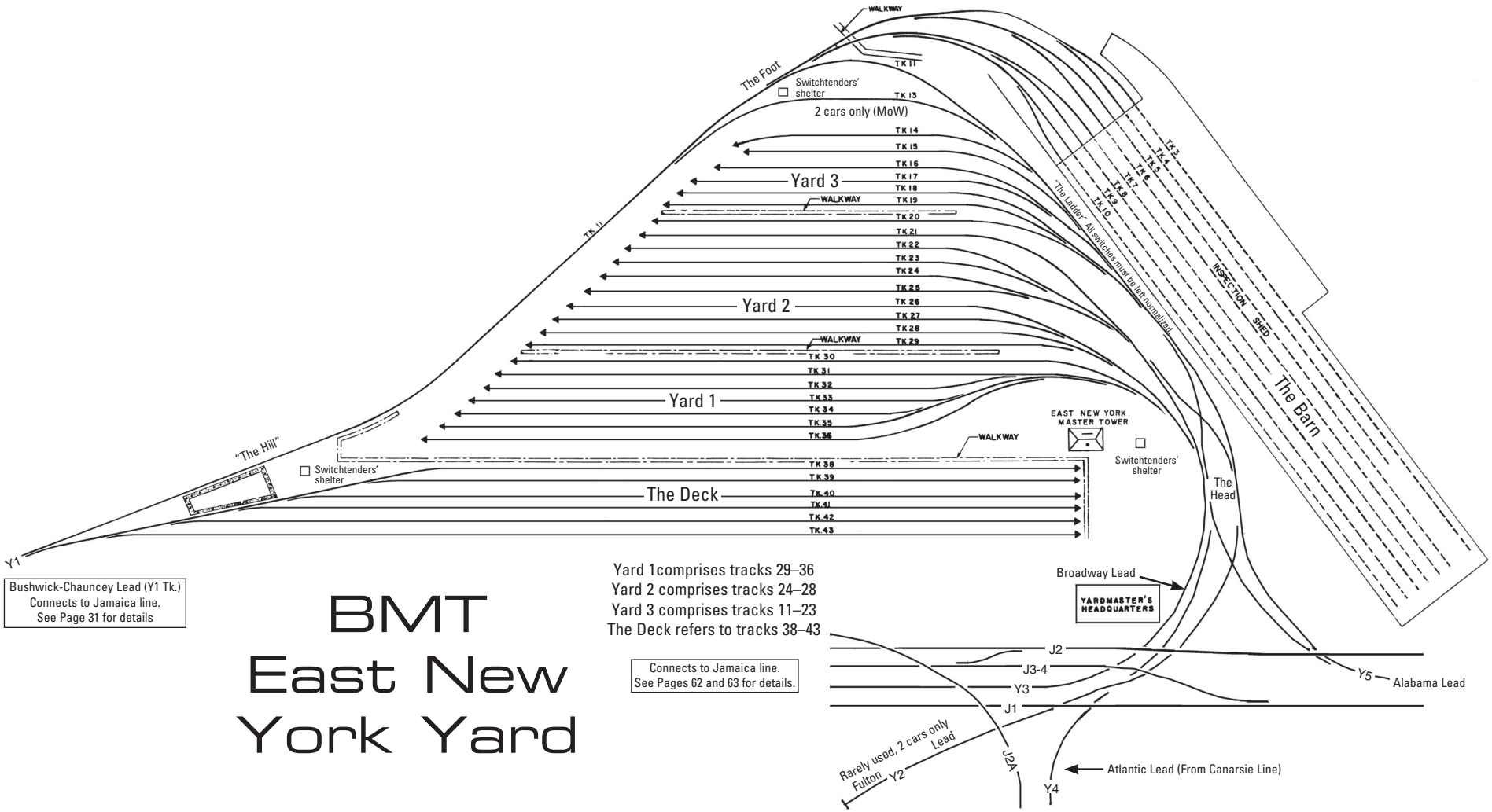


Yard 1comprises tracks 29–36
Yard 2 comprises tracks 24–28
Yard 3 comprises tracks 11–23
The Deck refers to tracks 38–43

Connects to Jamaica line.
See Pages 62 and 63 for details.

# BMT East New York Yard

East New York Yard (also known as "DO" Yard) is the oldest operating service facility in the New York Transit system. Its roots date back to 1880 when a horse carriage depot sat on the site, located at 1700 Bushwick Avenue in the East New York neighborhood of Brooklyn. El trains were maintained here after the Broadway (Brooklyn) line was extended to East NY in 1889 and the last of the 19th Century facilities came down in 1948. ENY Yard is now home to the J M Z and L lines, which comprise the BMT's Eastern Division.

Due to tight curves on both the J and L lines, the Eastern Division is restricted to cars of 60 feet in length. Additionally, the Eastern Division's platforms are only 480 feet long limiting trains to 8 cars. Twelve cars are inspected and maintained every day at East New York where cars operate on a 10,000 mile or 66 day maintenance schedule. For this purpose there are eight pit tracks in the inspection shed, each capable of holding eight of these standard-length (60') cars. A wheel truing machine is situated on track 3, but there is no car washer in ENY—that is located at Canarsie.

East NY and Fresh Pond yards are still completely manually operated; i.e. all switches are still hand-thrown. At East NY, trains enter and leave yards 1, 2 and 3 via the Atlantic, Broadway or Alabama lead tracks at *The Head*, shown above. The switchman at The Head generally calls the shots for movements within the yard and coordinates with other switchmen at *The Foot* and on *The Deck*. Trains can also enter via the Bushwick-Chauncey lead (Y1 track) and either go *down the hill* to The Barn, or layup on The Deck. East New York Master controls the leads south of The Head.

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