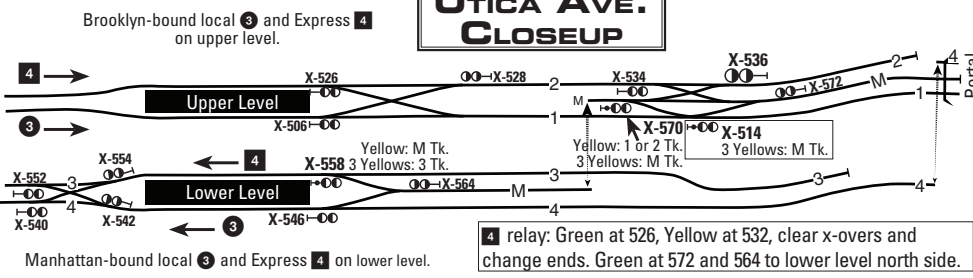


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UTICA AVE. CLOSEUP



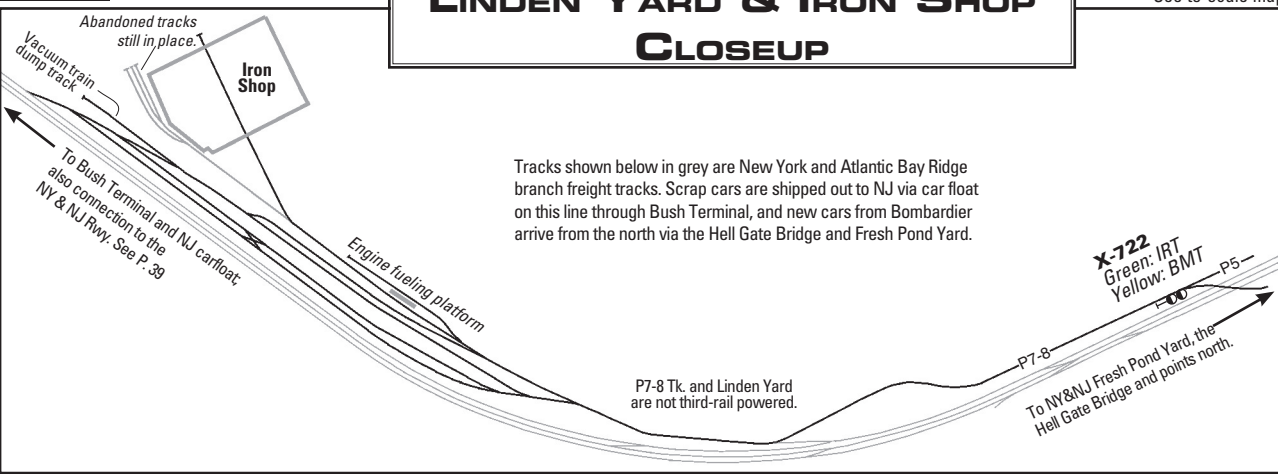
Center track at Junius St. and the wye connection to Linden shop are not third-rail powered.



Livonia Av.

New Lots Avenue

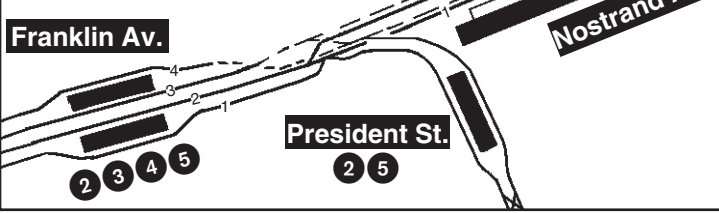
LINDEN YARD & IRON SHOP CLOSEUP



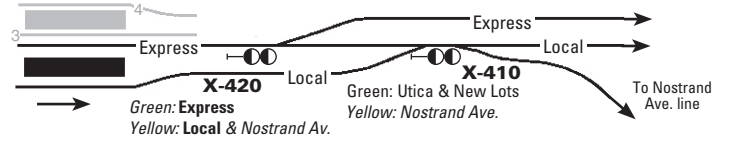
Tracks shown below in grey are New York and Atlantic Bay Ridge branch freight tracks. Scrap cars are shipped out to NJ via car float on this line through Bush Terminal, and new cars from Bombardier arrive from the north via the Hell Gate Bridge and Fresh Pond Yard.

FRANKLIN AVENUE INTERLOCKING

Also known as Nostrand Avenue Junction.



Upper level track details (Brooklyn-bound)



Lower-level track details (Manhattan-bound)



To Linden Shops
Track and structures facility
See to-scale map below.

E. 105 St.

Canarsie Rockaway Parkway

(BMT)
Canarsie Yard
See P. 90 for yard layout.

Y1 track
Capacity 8 cars

That segment of the Canarsie line from south of Broadway Junction to Rockaway Parkway was converted from Line P designation to Line Q in 2003. With that change, Line P designations finally disappeared entirely. In fact, the entire line has been re-stationed starting at the bumper block at the north end of the line at 14th Street/8th Avenue, however signal plates had not changed until 2008. Line QW signal plates remained in place between 6th Avenue and 8th Avenue between 2003 and 2008. The line has since been fully re-signaled for CBTC.