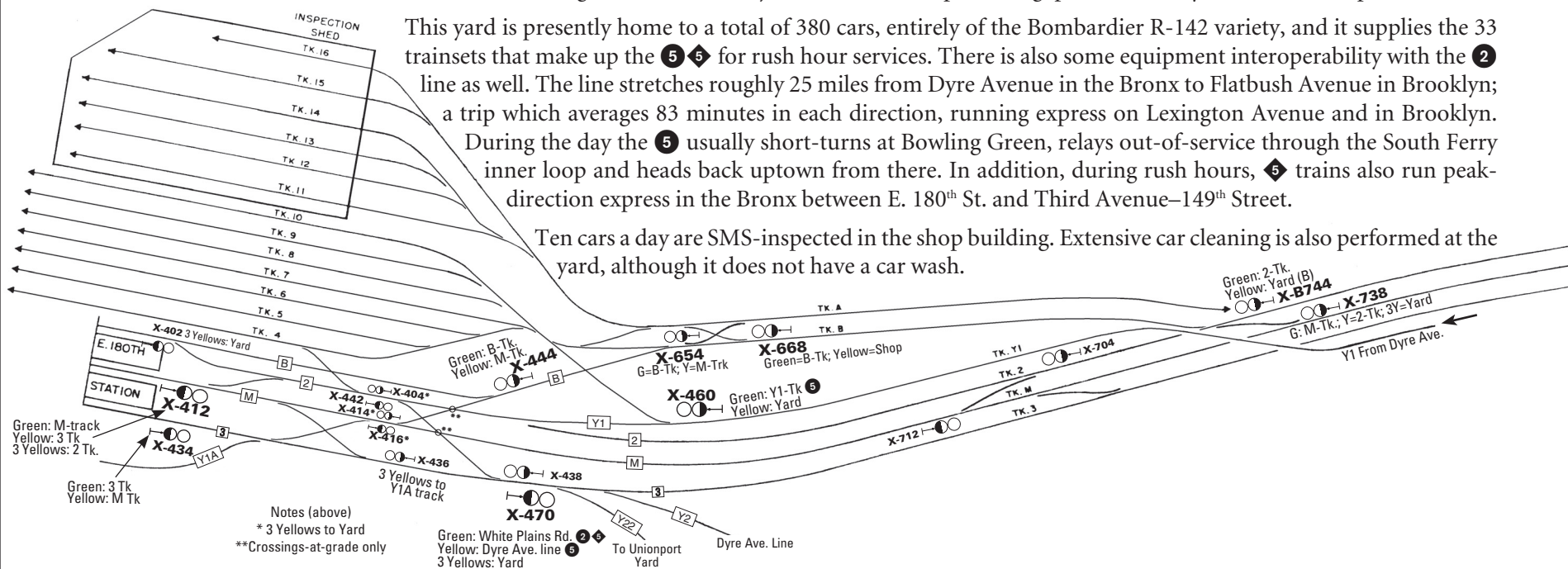


# IRT East 180<sup>th</sup> Street Yard

**E**ast 180<sup>th</sup> Street Yard is situated at 1145 East 180<sup>th</sup> Street in the Bronx, just east of the Bronx Zoo. The yard consists of seven storage tracks and an adjacent six track shop building, plus the nearby 19-track Unionport Yard.

This yard is presently home to a total of 380 cars, entirely of the Bombardier R-142 variety, and it supplies the 33 trainsets that make up the 5-5 for rush hour services. There is also some equipment interoperability with the 2 line as well. The line stretches roughly 25 miles from Dyre Avenue in the Bronx to Flatbush Avenue in Brooklyn; a trip which averages 83 minutes in each direction, running express on Lexington Avenue and in Brooklyn. During the day the 5 usually short-turns at Bowling Green, relays out-of-service through the South Ferry inner loop and heads back uptown from there. In addition, during rush hours, 5 trains also run peak-direction express in the Bronx between E. 180<sup>th</sup> St. and Third Avenue-149<sup>th</sup> Street.

Ten cars a day are SMS-inspected in the shop building. Extensive car cleaning is also performed at the yard, although it does not have a car wash.



Notes (above)  
 \* 3 Yellows to Yard  
 \*\*Crossings-at-grade only

## Old configuration

As part of the signal modernization plan discussed elsewhere in this book, the yard itself was reconfigured between 2009 and 2011 to allow a smoother flow of equipment between two revenue-service lines (2 5) and two yards (E. 180<sup>th</sup> St. and Unionport). In the old configuration, anything coming southbound out of Dyre had to make a jog-move from the southbound platform and head back north into the yard. Under the new layout (above) there's a direct connection into the yard from southbound Y1. The B-lead is now the through-track (it was the A-lead before). The old E. 180th St. tower was demolished and now Unionport Master controls the entire area. The old B-lead derail was removed as well.

