



Radio Channel Change
 Northbound trains on
 BJ2 track switch to Channel B2
 Southbound trains on
 BJ1 track switch to channel B1

Radio Channel Change
 Brooklyn-bound trains
 switch to Channel B1
 Manhattan-bound trains
 switch to channel B2

Tail Tracks ("J1" & "J3") from the Nassau Street subway extend to just before the portal where the Broadway BMT tracks ("H1" & "H2") connect to the South Side of the Manhattan Bridge, and are now used as storage lay-ups.

These tracks were used up until November 1967, as part of the Nassau Street Loop. They were disconnected from the South side trackage upon completion of the Chrystie St. connection

Pre-Chrystie St., North side bridge tracks went to Canal St and Broadway; South side tracks went to Chambers St. The present alignment exists since the opening of Chrystie St.—North side tracks go to Grand St. and the IND 6th Av. line; South side tracks go to Canal St. and Broadway.

NOTE: South side tracks of the Manhattan Bridge and the Canal St. Bridge Line station are presently closed for rehabilitation. Estimated completion date is 2003.

North side tracks change designation from B3 & B4 to A3 & A4 midway across the Manhattan Bridge

Chambers Street J M Z
 Center and East side platforms abandoned

Downtown E

NOTES:

- 1) IRT City Hall station slated to open as part of the Transit Museum.
- 2) Side platforms at the south end of Brooklyn Bridge abandoned.
- 3) Express platforms south of Brooklyn Bridge abandoned.
- 4) Layup tracks 1 and S South of Brooklyn Bridge on the Lex. IRT ("Brooklyn Bridge Yard") are now back in service.
- 5) BMT City hall station shown with revenue-service platform cut away to show "yard" tracks. Only tracks B3 and BM are used for revenue service layups; B4 only used for work trains.