

CONRAIL

BALTIMORE-WASHINGTON
DISTRICT

TERMINAL INFORMATION
PUBLICATION

YPBV08, 38, 68

BAY VIEW YARD

CREW SYMBOL: YPBV08,38,68 SIGN UP TIME: 0759, 1559, 2359
POOL CODE: 836

JOB PROFILE

THESE ASSIGNMENTS PROVIDE CLASSIFICATION SHIFTING AT BAY VIEW SOUTH END. OTHER DUTIES INCLUDE SETTING UP BAY VIEW SHOP AND INTERCHANGE SERVICE WITH CSXT ON PRESIDENT STREET BRANCH.

SAFETY: ENGINE STORAGE TRACKS ARE DESIGNATED 66 (666), 68 (668) AND 2 LADDER (242). THESE TRACKS ARE EQUIPPED WITH DERAILS ON EACH END WITH RED FLAGS ATTACHED THAT MUST BE PLACED UP WHEN DERAIL IS ON. METAL CHOCKS ARE SUPPLIED ON 2 LADDER AND MUST BE USED TO PROTECT MOVEMENT OF EQUIPMENT IN NORTH DIRECTION, DUE TO GRADE, IN CASE OF EQUIPMENT SECURING FAILURE. CREWS SHOULD NOT PUT THESE CHOCKS ON THE AMTRAK MAINLINE SIDE OF EQUIPMENT.

CLASSIFICATION TRACKS 26 THROUGH 82 , CARS MUST BE SECURED WITH HAND-BRAKES ON NORTH END.

CLOSE CLEARANCE EXISTS BETWEEN 2 RELAY AND 3 RELAY TRACKS AT BAY VIEW HUMP WHEN CARS ARE OCCUPYING BOTH OF THESE TRACKS. RIDING CARS BETWEEN THESE TRACKS WITH THE CARS OCCUPYING ADJACENT TRACK IS PROHIBITED..

THERE IS CLOSE CLEARANCE ON SOUTH TRACK ON RAILROAD BRIDGE OVER EASTERN AVENUE, EMPLOYEES MUST NOT RIDE SIDE OF EQUIPMENT.

THERE IS A HEIGHT RESTRICTION OF 17'5" ON TRAPPE ROAD TRACK UNDER CSXT BRIDGE.

CUSTOMER SERVICE INFORMATION

1. SWITCH LISTS SHOW CLASSIFICATION BY "T" CODES. CONDUCTORS SHOULD FAMILIARIZE THEMSELVES WITH THESE TO AIDE THEIR PERFORMANCE:

T03 - BENNING, DC	T44 - LANCASTER
T13 - MIDDLE RIVER	T45 - ALLENTOWN
T14 - PERRYVILLE	T46 - BETHLEHEM
T16 - GWYNN'S RUN	T47 - READING
T17 - ODENTON	T48 - STEELTON, PA
T18 - BOWIE	T49 - CONWAY
T20 - DUNDALK	T50 - CSXT
T21 - CANTON RR	T66 - BAY VIEW SHOP
T23 - CANTON YARD	T74 - MOUNT VERNON
T25 - GENERAL MOTORS	T82 - SPARROWS POINT
T31 - SPARROWS POINT	T86 - BALTIMORE TRUCK TRAIN
T36 - NO BILL OF LADING	T89 - BAY VIEW SHOP WHEEL PROJECT
T41 - BUFFALO-SENECA	T91 - RBOX TO BE CLEANED DUNDALK
T42 - BUFFALO-FRONTIER	S - CAR TO BE WEIGHED

CLASSIFICATION YARD TRACK LENGTHS AND APPROXIMATE CAPACITY CAR:

<u>TRACK</u>	<u>ZTS</u>	<u>CAR LENGTHS</u>	<u>TRACK LENGTH IN FEET</u>
30	630	50	3000
34	634	50	2900
38	638	45	2700
40	640	44	2650
42	642	41	2350
46	646	41	2350
48	648	35	2100
50	650	35	2100
52	652	34	2000
54	654	34	1900
56	656	33	1850
58	658	32	1750
60	660	32	1750
62	662	31	1600
64	664	31	1600
66	666	30	1500
68	668	26	1300
70	670	25	1200
72	672	22	1100
74	674	20	1000
76	676	18	950
78	678	17	900
80	680	17	900
82	682	16	850

2. CSXT INTERCHANGE

ZTS 620, 621 D-N

TWO (2) TRACKS ARE USED IN INTERCHANGE WITH CSXT TRAPPE ROAD (262) AND SOUTH TRACK (261). CSX ENTERS THESE TRACKS AT A SWITCH AND CROSSOVER APPROXIMATELY THIRTY (30) CAR LENGTHS FROM THE NORTH END. LOMBARD STREET OVERHEAD BRIDGE ALSO MARKS THIS LOCATION. THE CROSSOVERS DIVIDE THE TRACKS WITH THE PORTION TO THE NORTH BEING DESIGNATED THE ABOVE (AS IN "TRAPPE ROAD ABOVE") AND THE PORTION SOUTH OF THE CROSSOVER DESIGNATED BELOW (AS IN "SOUTH BELOW"). **TRAPPE ROAD BELOW IS RESTRICTED TO CARS NOT IN EXCESS OF 17'5" DUE TO HEIGHT OF CSXT OVERHEAD BRIDGE.** THERE IS CLOSE CLEARANCE ON SOUTH BELOW AT EASTERN AVE. BRIDGE. THE YARDMASTER AT BAY VIEW SOUTH END CONTROLS ALL MOVES ON THE INTERCHANGE WHETHER BY CSXT CREWS OR CONRAIL CREWS.

3. BAY VIEW SHOP

SHOP CARS ARE SHOVED FROM SOUTH END TO JONES TRACK (232) WHERE THEY ARE PLACED IN TRACKS AS SPECIFIED BY SHOP FOREMAN.

TRACKS IN SHOP AREA:

- 55 TRACK (555) A DEAD END TRACK APPROXIMATELY THIRTY (30) CAR LENGTHS.
 - NORTH LEAD EXTENDED (229) - FIFTEEN (15) CAR LENGTHS - DEAD-END
 - SPUR TRACK (230) - FIVE (5) CAR LENGTHS - DEAD-END
 - #1 HEAVY TRACK (501) - THREE (3) CAR LENGTHS - DEAD-END
 - #2 SPOT TRACK (502) - EIGHT (8) CAR LENGTHS
 - #3 SPOT TRACK (503) - EIGHT (8) CAR LENGTHS
- TRACKS #2 AND #3 SPOT CONVERGE ON NORTH END AT CAR SHOP DOOR. THIS

SWITCH HAS NO THROWING MECHANISM AND MUST BE ALIGNED WITH A BAR. SHOP FOREMAN WILL SUPPLY BAR IF NONE CAN BE LOCATED.

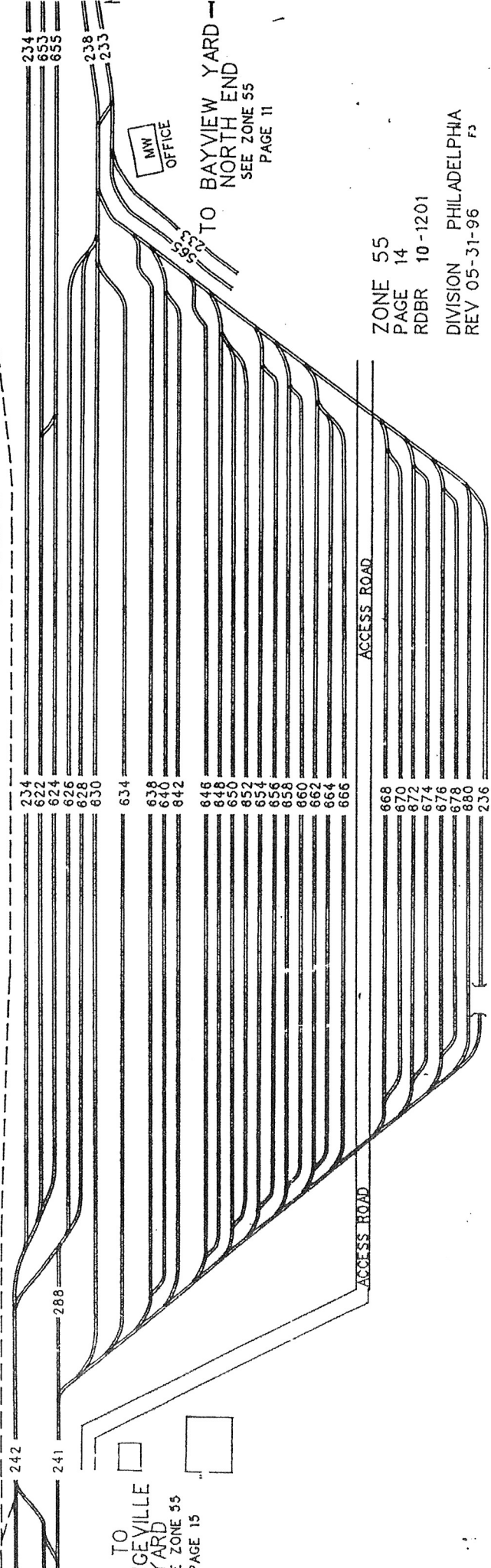
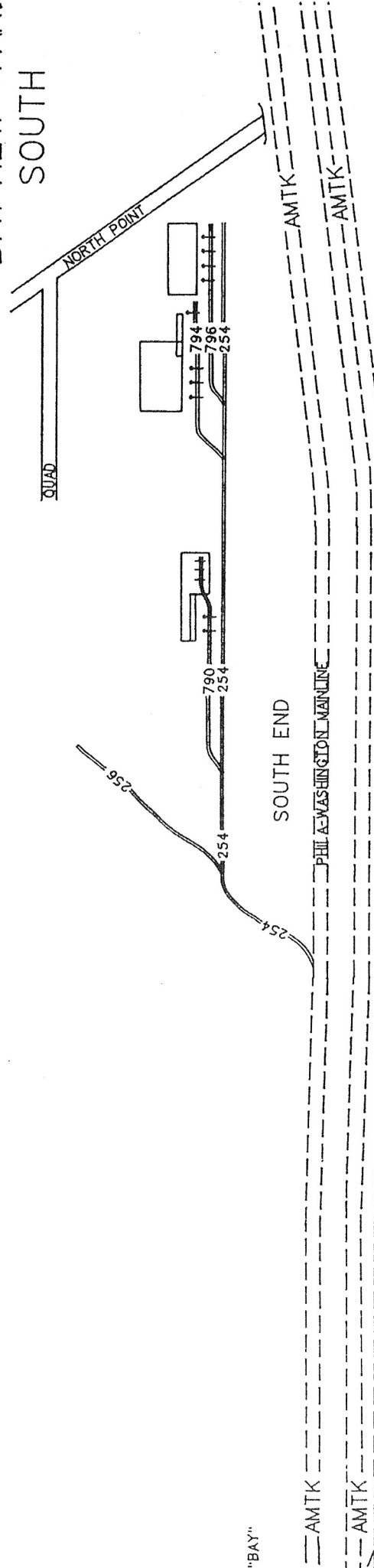
CARS WORKED ON IN CAR SHOP BY M&E DEPT. ARE PUSHED TO THE DROP OUT TRACK (504). CARS TO BE PULLED FROM DROP OUT BY SHOP ORDERS MAY BE PULLED FROM RIVER END #37 TRACK (237) OR FROM SOUTH END OF CAR SHOP THROUGH #2 OR #3 SPOT TRACK. ENGINES ARE RESTRICTED FROM ENTERING CAR SHOP SO A SUFFICIENT AMOUNT OF CARS MUST BE HELD ONTO TO REACH THROUGH AND COUPLE TO DROP OUT. NORTH END SWITCH OF #2 OR #3 SPOT MUST BE PLUGGED IN PROPER DIRECTION AND MUST BE WATCHED WHEN MOVEMENT GOES SOUTHWARD OVER IT. EXCESS HEIGHT CARS SUCH AS BI-LEVELS WILL NOT CLEAR DOORWAY AND MUST NOT BE USED. A WARNING LIGHT AND BUZZER MUST BE USED. A WARNING LIGHT AND BUZZER MUST BE ACTIVATED WHEN MOVING CARS IN CAR SHOP BUILDING. THE SWITCH TO TURN THIS WARNING ON IS LOCATED ON THE FAR WALL ACROSS FROM SHOP FOREMAN'S OFFICE (A RED SWITCH).

CARS ORDERED TO SHOP WITH COMPANY MATERIAL ARE TO BE PLACED ON NORTH END OF EXTENDED (229) WITH DOOR SPOTTED AT RAMP.

DERAILS - PERMANENT DERAILS ARE LOCATED AT JONES TRACK JUST SOUTH OF NORTH LEAD EXTENDED SWITCH. THE NORTH END OF DROP OUT HAS TWO (2), ONE SOUTH AND ONE JUST NORTH OF SWITCH CONNECTING WITH 37 TRACK.

PORTABLE DERAILS AND BLUE FLAGS ARE USED AT VARIOUS LOCATIONS AND CREWS MUST BE ON LOOK OUT FOR THEM ONCE ENTERING JONES TRACK.

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BAYVIEW YARD
SOUTH



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YARD
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NORTH END
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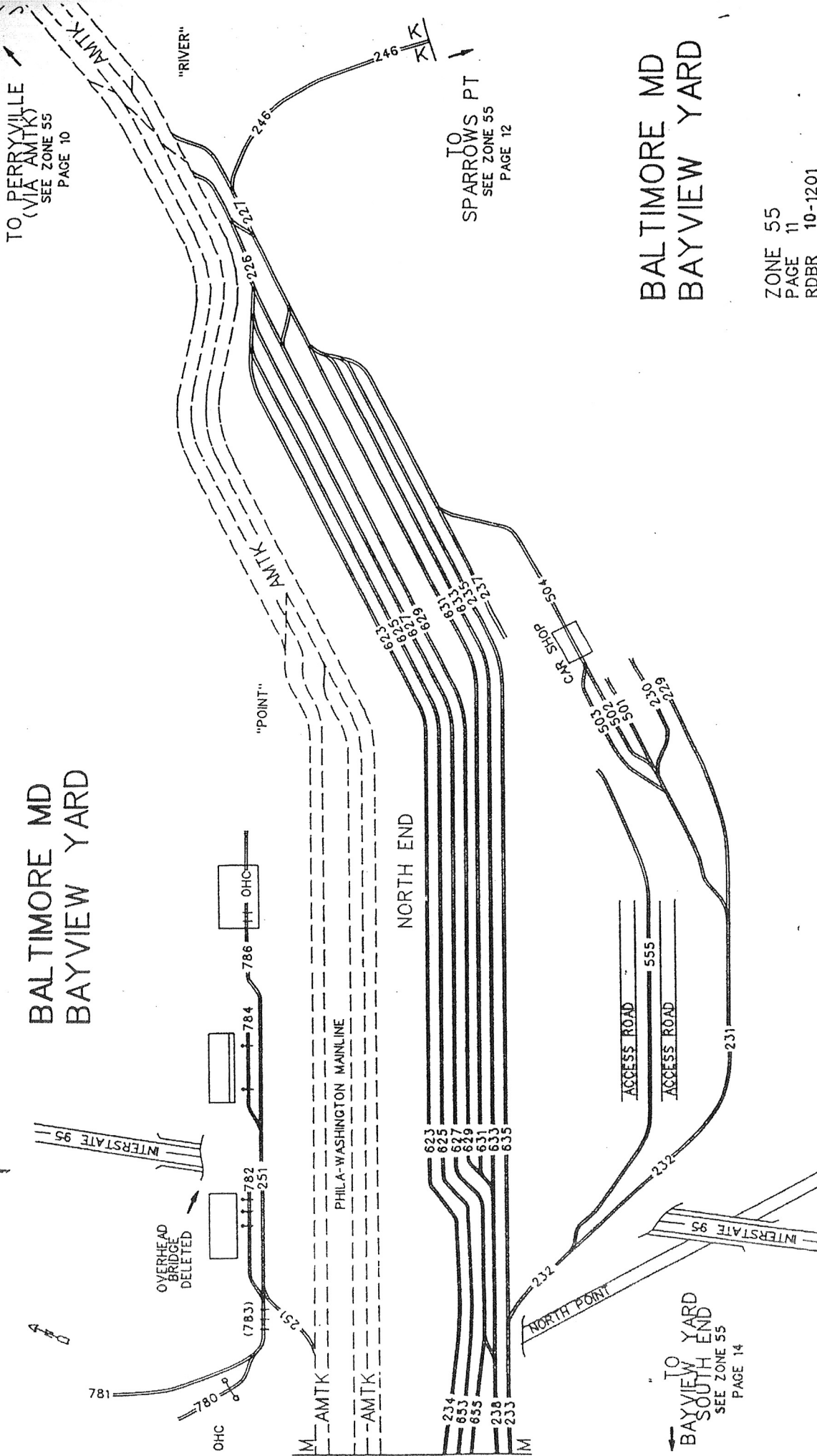
BALTIMORE MD BAYVIEW YARD

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