



FRONTIER YARD

FIELD MANUAL

For Information of Employees

SPRING 2003

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1.0 FRONTIER YARD

The New York Central Transportation Company constructed Frontier Yard in 1957. It's original conception involved clearing away 220 acres of older yards and moving more than 800,000 cubic yards of earth, laying 75 miles of track. The Retarder Tower was built along with other structures. Hundreds of miles of cable and wire were installed, as well as the installment of equipment as massive as car retarders and precise radar and an electronic computer that controls the retarders.

Constructed in only eight short months, Frontier Yard now stands on 180 acres, which are 2.2 miles long and 1,500 feet wide. The height of the crest is 20 feet above the original natural ground level and 17.5 feet above bowl track grade. There are 63 classification tracks consisting of 32 miles of rail with a capacity of 3,000 cars. Also included in the yard are 21 receiving and departure tracks, consisting of 28 miles of rail with a 2,760-car capacity. The yard has five repair tracks 1.3 miles long, and 12 miles of miscellaneous leads, crossovers, and special service tracks.

Frontier Yard maintains 64 freight classifications for cities such as Selkirk, NY, Cumberland, MD, Cincinnati, OH, and Syracuse, NY. Cars are dispatched in one of 10 regularly scheduled system freight trains. Two industrial crews also work regularly servicing the many industries in the Buffalo area. Such industries include Chevrolet American Axle, Sonwil Distribution Services, 84 Lumber, Quebecor Printing and Federated Bakery. Frontier Yard also interchanges with the Norfolk Southern, Delaware & Hudson, Buffalo & Pittsburgh, Canadian National and Canadian Pacific on a daily basis.

Today, Frontier Yard, stands at the midpoint of CSXT's Boston - Chicago main line, and remains a vital link between automobile plants in Detroit, the Midwest, Canada, and assembly plants in the east.

2.0 SAFETY

Frontier Yard is not a typical yard. In it's day it was the "Cadillac" of the fleet. Now it is over 50 years old, somewhat outdated, and in need of some major updating. You would think that with old equipment, not to mention some of the harshest winter climates in the country that injuries would be widespread, but this not true!

The management team working closely with cross-functional safety teams, and most importantly our fine employees, has made Frontier Yard a leader when it comes to safety. We have proved that awareness and teamwork can help make even an old battered yard a safe place to work. We are proud of our employees along their dedicated work ethic and their high standard when it comes to safety.

CSXT SAFETY VISION

CSXT will be widely seen as the industry leader.

- We want to be known for being obsessed with safety.
- We want to be viewed as world class in safety.
- We want our employees to go home the same way they came to work.
- We want to convince, not confront our employees.
- We will live by our human and moral commitment to our employees and customers to reduce pain and suffering in the workplace.
- We will have the lowest personal injury and train accident rates.

CSXT SAFETY POLICY

We are committed to provide transportation services in a manner that will ensure the safety of our employees, our customers and the communities we serve.

No job is so important, no service so urgent that we cannot take time to perform all work safely.

SMOKING POLICY

Smoking is prohibited in all fully enclosed buildings used by CSXT employees in the course of their employment. Prohibited areas include offices; meeting rooms, break rooms and classrooms. Large mechanic car shop areas are exempt from this prohibition, unless smoking is otherwise prohibited in such areas by state, local laws or ordinances. Smoking is also prohibited in locomotive cabs, taxicabs and other vehicles used for the transport of train crews. Smoking is prohibited in all other CSXT vehicles.

3.0

Hazardous Materials Spill or Release Notification Procedure

Upon notification of a spill or release of hazardous materials, **Do** the following:

1) Gather Information

- Car Initial and number(s)
- Product(s) involved (from waybill or train document)
- Nature of the problem (leaking, on fire, venting, etc.)
- Exact location of the problem (include directions to the scene)

2) Make Notifications

- Call 911 or local emergency number for the fire department,
 - If there is a fire, smoke, strong fumes or explosion
 - The spilled material is getting into a waterway or flowing off site
 - The spilled material presents an immediate danger to other employees or the public.
- Notify the Operations Center, Director of Network Operations at **RNX 322-7551** or **(904) 359-7551** or **800-232-0144**
- Provide the following information:
 - Your name and call back number
 - Your location (including street address)
 - Nature of the problem (Describe what is happening, i.e. Leaking, fuming, fire, etc.)
 - Name of product of materials spilled (from waybill)
 - Directions to the scene of the emergency
 - Any additional information necessary

3) Protect Yourself and Others

- Advise Employees to avoid the area where the spill occurred.
- Provide additional direction as required.

4) Assist Local Authorities

- Direct an employee to meet the emergency responders at designated location.

5) Be Available to Relay Information

- Once you have made the appropriate notifications, you should be prepared to stand by at the callback phone to answer questions, receive guidance or other information.

Emergency Response Notification List

<u>Contact</u>	<u>Phone Number</u>
National Response Center	(800) 424-8802
United States Environmental Protection Agency, Region II – Federal OSC	(900) 548-8730
New York Department of Environmental Conservation – Region 9	(800) 457-7263 (24 hr) (716) 851-7000
Local Police, Fire, Ambulance	911
Hospital – St. Joseph's	(716) 891-2450
Erie County Department of Emergency Services	(716) 858-6578

Spill & Cleanup Assistance:

EP&S	(800) 757-7455 (24 hr)
H.M.H.T.T.C. Hazmat Emergency Response	(800) 972-9303 (24 hr)
Op-Tech Environmental Services	(800) 225-6750 (24 hr)
CHEMTREC	(800) 424-4300

Wrecking Contractors:

Winter's Rigging, Inc. – North Collins, NY	(716) 337-3930
Quality Carriers – Tonawanda, NY	(716) 897-2472

<u>CSXT Notification</u>	<u>RNX</u>	<u>Phone</u>
CSXT Operations Center	322-7551	(904) 359-755 (800) 232-0144
CSXT Hazardous Materials Manager Michael Betghe	227-6025	
CSXT Supervisor Train Operations	245-6900	
CSXT Police Communications Center	426-5570	(800) 232-0144

4.0 FIREFIGHTING EQUIPMENT AND LOCATION

Any open flames, fires and the burning of debris or personal property are prohibited on CSX property.

Fire Protection

Hydrant Locations

- Two hydrants are located near the car shop, one just off the Southwest corner and one off the Northwest corner of loading dock.
- One hydrant is located in the Southeast corner of the Locomotive Servicing facility.

Fire Extinguishers

- Fire extinguishers are located:
 - All offices located at Reiman Street
 - Yardmaster Offices
 - Trainmaster Offices
 - Retarder Office
 - Hump Conductor Office
 - Car Department Offices and Shanties
 - Cab Dispatcher Office
 - YMCA Building Radio Shop, next to the north door
 - YMCA Building PBX room Southwest corner
 - YMCA Building North hallway next to fire door

5.0 ALARMS

Car Shop

There is manually operated alarm system for each track in the car shop. It consists of a tone and a voice recording stating which track is moving, or that the entire shop is unprotected. There is also a "panic" button for emergency evacuations.

Locomotive Repair Shop

Horn blast designates movement on shop repair tracks. All vehicles and mobile equipment are equipped with backup alarms.

Hump

There is a siren that is manually operated by the hump conductor. This is used at the beginning of each hump drag to warn personnel in the bowl of moving equipment around them.

6.0 SUPERVISORY POSITIONS

District Superintendent

Assures the safe and efficient movement of traffic in Frontier Yard and the Buffalo Terminal. Manages car classifications, dispatching, hazardous material handling, and hump and yard operations. Directs and supervises the Transportation employees to ensure exemplary service to customers. The Superintendent is also responsible for conducting safety training and conducting observations to insure compliance with safety and FRA regulations. Communicate with customers and other departments and other departments to ensure timely repairs and equipment availability and respond to customer needs.

Assistant Terminal Superintendent

Works closely with District Superintendents and Terminal Trainmasters to coordinate, direct and control all activities relative to the safe and efficient operation of Frontier Yard and other terminal operations. Responsible to make safety observations as well as numerous efficiency checks to insure strict compliance with CSC safety and operating rules.

Terminal Trainmasters

Directly supervises train and engine service employees within Frontier Yard and the Buffalo Terminal. Works closely with yardmasters, crew management and operations in the handling of crews and operations to make tactical decisions with the goal of safety and service reliability. Responsible to make safety observations as well as numerous efficiency checks to insure strict compliance with CSX safety and operating rules.

Hump Yardmaster

The Hump Yardmaster is responsible for the safe and efficient operation of the East End of Frontier Yard. He/she works with the "NG" Dispatcher to coordinate arrivals and departures in both the North and South Yards as well as supervises 2 hump engines and several independent assignments. The Hump Yardmaster also works with maintainers and track workers on a daily basis. Computer skills are an essential part of the operations. The Hump Yardmaster works 7 days a week with shifts beginning at 0700, 1500, and 2300.

West End Yardmaster

The West End Yardmaster is in charge of 3 Pulldown Crews, 2 Industry Jobs and several independent crews including the Track Sweeper, American Crane and Yard Work Trains. This yardmaster also directs all light power moves from both inbound and outbound road crews and works closely with the Car Retarder Operator and Hump Yardmaster to ensure protection is provided for crews coupling tracks. An extensive amount of computer skills is necessary to carry out the many details of the job. This is a 7-day a week job with three shifts starting at 0700, 1500, and 2300 respectively.

Bailey Avenue Yardmaster

The Bailey Avenue Yardmaster is responsible for the movement of trains that come from outside the yard limit from CP-T and Sycamore. Other responsibilities include placement of trains that are brought from the West End of the bowl to be set into the North Departure Yard. The Bailey Ave. Yardmaster is also responsible for the input and departure of the train closeouts in Frontier Yard. This is a 7-day a week job, currently running at all three shifts beginning at 0700, 1500, and 2300.

Road Foreman

Instructs and examines engineers on train handling and the use of air and dynamic brakes; instructs and examines engineers on mechanical aspects of locomotives. Responsible to ride trains to observe and evaluate engineers and to monitor performance of all crew members in regard to safety and operating rules compliance. Road Forman are also responsible for qualification of all Engineers in the Buffalo Terminal.

Sr. General Foreman

The Senior General Forman is responsible for all car inspection and repair forces from QD 101 to QC 434, the Niagara Branch, and the West Shore. Works closely with General Car Foreman as well as Assistant Ground Foreman for an efficient and safe yard operation.

General Car Foreman

Various duties between the yard, car shop and project line responsibilities. Works closely with Terminal Transportation Management to safely inbound and outbound cars in compliance with CSX safety rules.

Lead Carman

Assigns Carman working throughout the yard. Works closely with trainmasters as well as yardmasters as to the priority of track and train work.

Locomotive Plant Manager

The locomotive Plant Manager is responsible for Buffalo Terminal locomotive servicing and repair.

Assistant Shift Superintendent

Works second and third trick and supports the plant manager.

Engineering

The Roadmaster is responsible for Buffalo Terminal track maintenance. Works with transportation to coordinate work efficiency within the yard.

Train Control

The Signal Supervisor is responsible for maintenance in the Buffalo Terminal. Works closely with transportation to perform scheduled maintenance as well as problems within the yard.

7.0 BUILDING AND OFFICE ASSIGNMENTS

West End

First Floor

Crew Room
Clerks Office
Computer Room
Transportation Locker Rooms
Restaurant
Vending Machine Room
Road Foreman's Office
Janitorial Supply Room
Communications Repair Shop
Sleep Room
Men's Room Facilities
Female Room Facilities

Second Floor

Union Room (UTU)
Union Room (BLE)
Union Room (TWU)
Hazmat Sentinel
Communications Supervisor
Copy Room
Boot Room
Communications Storage Room
Men's Room Facilities
Female Room Facilities

Third Floor

Yardmaster

Hump Tower

First Floor

Mechanical Locker Room

Second Floor

Transportation Crew Room
Hump Conductor Office
Restroom
Mechanical Crew Room
Locker Room

Third Floor

C & S Computer Room

Fourth Floor

Yardmaster's Office
Switch tender Room (Shared with yardmaster)
Restrooms

Bailey Avenue Mechanical Shanty

Locker Room
Lunch Room
Crew Room
Restroom
EOT Rack Outside Along Building

Bailey Avenue Tower

First Floor

Communications Room
Parzy Room

Second Floor

Bailey Avenue Yardmaster Office
Utility Conductor Work Area

Control Tower

First Floor

C & S Office
Restroom and shower facility
Work Area
Locker Rooms

Second Floor

C & S Computer Area
District Superintendents Office
Roadmaster's Office
Radar Specialist Office
Restrooms

Third Floor

Fourth Floor

Retarder Operator Office
Restroom

Fifth Floor

Trainmaster Office
General Car Foreman Office
Locker Room Area

Car Shop Office Building

Sr. General Foreman's Office
General Foreman's Office
Clerk's Office
Maintenance Shop
High & Wide Inspectors Office
EOT Test & Inspection Room
Materials & Purchasing
Classroom
Training Center Office
Lunchroom
Locker Room
Men's Room Facilities

Car Shop Building

Material Storage
4 Car Repair Tracks
Shop Supervisor's Office

8.0 FRONTIER YARD ASSIGNMENTS

First Trick East End Hump

The first trick Hump Yardmaster works 7-days a week, beginning at 0700, and is responsible for the following jobs:

Y121

This is a 7-day job that begins at 0630. It is used for general humping as well as protecting cripples in outbound trains. This job will also be used to help out with the West End work when traffic permits.

Y122

This is currently a 6-day job with no coverage on Tuesdays. It has a 0730-start time and is a compliment to the early job to cover the hill.

Y146

The Car Retarder Operator is in charge of the safe handling of all cars humped into the bowl. He is also required to provide Blue Flag Protection for West End crews, Track Equipment and High Value Shipments. Protection is recorded with a name and time on the CT-1888 form. This is a must fill 7-day a week job which starts at 0700.

Y181

The Switchtender controls all electric switches at the hump, Bailey Ave. and the West End. The job also provides peg protection for the Car Department when they inbound and outbound trains. They document their blocking devices with a name and time on the CT-1888 form. This is a 7-day must fill job that starts at 0700.

Y142

The Independent Hump Foreman works under the Hump Yardmaster and Car Retarder Operator. The job is to provide an accurate list and account every car that goes over the hump along with watching for brakes on cars. He relays information to the crews to maintain an efficient operation. This is a 7-day must fill job that starts at 0700.

First Trick West End

The West End Yardmaster works 7-days a week beginning at 0700. Responsibilities include supervising the following jobs as well as building the following trains on first shift:

North Side

- Q391
- N/S
- BS-23
- CN-331
- Q626
- CP-135

South Side

- B/P's
- Q387
- Kenmores

Y116

This yard job does general work in the yard including coupling and making up departure trains. This is a 7-day a week job and starts at 0630.

Y117

This job does the same as Y116 working 6-days a week as a pull-down. It has a starting time of 0659 and a rest day on Sunday.

Y118

This is a pull-down working 6-days a week, with a rest day on Mondays and starts at 0730.

Y101

Y101 is an industrial job that makes up his train at Frontier and handles work at the Stock Yard. The work also includes servicing the Flexi-Flo and Federal Bakers industries as well as Lake Erie Recycling. It also works as a yard transfer taking Multi-Level trains to Seneca Yard. This job works the industries 5-days a week and covers for Y117 on Sundays as a pulldown.

Y102

This industry job services Bestway Distribution, Buff-Tech, Quebecor, Sonwil, Wine Merchants, Henry & Henry, Weyerhaeuser, Babcock Lumber, and 84 Lumber. Y102 works 5-days a week with rest days on Saturday and Sunday.

Second Trick Hump

The second trick yardmaster has the same responsibilities as the first trick yardmaster, which also works a 7-day week.

YR30R

This is a 3-day job that works Thursday through Saturday, starting at 1530.

Y246

This is a Car Retarder Operator job that works Thursday through Saturday, which has a starting time at 1500.

Y281

Switch tender job that is a 7 -day must fill job, starting at 1500.

Y242

Independent Hump Forman is a 3-day job that works Thursday through Saturday, which has a start time at 1500.

Second Trick West End

The job responsibilities for the second trick West End Yardmaster are the same as first trick with a starting time at 1500. This job and works a 7-day schedule.

Responsibilities include supervising the following jobs as well as building the following trains on second shift:

North Side

- Q624
- CN-338
- Q626
- Flexi-Flo

South Side

-Q365

Y216

This is a 6-day a week pull down which has a starting time at 1430. The job's regularly scheduled days are from Tuesday through Saturday with relief coverage on Monday and is blank on Sunday.

Y217

This is a 6-day a week pull down which has a starting time at 1459. Its regularly scheduled days are from Friday through Tuesday with relief coverage on Wednesdays. The job is blank on Thursday.

Y201

This is a 7-day a week pull-down which has a starting time at 1559. Its regularly scheduled days are from Monday through Friday with relief coverage on the weekend.

Third Trick Hump

This job shares the same responsibilities, as the first and second trick Hump Yardmaster that is a 7-day must fill job with a starting time at 2300.

Y381

Switchtender job that is a 7-day must fill job, starting at 2300.

Third Trick West End

This third trick job has the same responsibilities as the first and second trick yardmaster with a starting time of 2300. This is a must fill job that works 7-days a week

Responsible for supervising the following jobs as well as building the following trains.

North Side

- Q641
- Q363
- Q391

South Side

- D & H

Y316

This is a 7-day a week pull-down and has a starting time at 2230. It works Tuesday through Saturday with Sunday and Monday as rest days. The rest days for Y316 are filled by a relief job.

Y318

This is a 5-day a week pull-down and has a starting time at 2329. It works Tuesday through Saturday with its regularly scheduled days off being Sunday and Monday when the job is blanked.

Y375

This is the shop job for the yard that is a 7-day a week job starting at 2230. Its regularly scheduled days off are Tuesday and Wednesday, which is filled by a relief job. The primary responsibilities of this job are to pull and spot the car repair shop. This job also helps out with Flexi-Flo work as well as setting up cars for transloading.

9.0 FRONTIER YARD TRAIN OPERATIONS

West End Yardmaster

The West End Yardmaster operates on Road Channel 4 and controls the following tracks:

- All Loop Tracks
- 3 Yard Lead, 4 Yard Lead, Loop Lead
- West End of track 1 through 60 in the Class Yard
- All tracks leading to the Engine House or Car Shop

Eastbound trains yarding in the South Yard are governed by the signal at CP 437 onto 3 or 4-Yard Lead to the end of the circuit board. Permission to proceed east must be obtained from the West End Yardmaster, as well as yarding instructions in the South Yard.

The West End Yardmaster is responsible for inputting closeouts for outbound trains that are built on the West End of the South Yard. It is also the West End Yardmasters responsibility to input closeouts on train arrivals in the South Yard arriving from the east.

Bailey Avenue Yardmaster

The Bailey Avenue Yardmaster operates on Road Channel 4 and controls the following tracks:

- The West End of the North Yard
- 5 and 6 Main from Bailey Avenue to CP "T"
- 4 Main to CP Sycamore
- The Erie Straight
- Walden Avenue Yard
- The Chevy Industrial
- The West End of tracks 61 through 63 in the Class Yard

The NG Dispatcher will announce all trains terminating at Frontier Yard to the Bailey Ave. Yardmaster. The Bailey Ave. Yardmaster will be responsible for the placement of both inbound and outbound trains in the North Receiving and Departure Yard at Frontier.

Eastbound trains yarding in the North Yard are governed by the signal at CP "T" on 5 and 6 Main, as well as the signal at CP Sycamore on 4 Main to Bailey Ave. Prior to proceeding east on the dwarf signal at Bailey Ave., permission must be obtained from the Bailey Ave. Yardmaster as well as receiving yarding instructions in the North Yard.

The Bailey Ave. Yardmaster is also responsible to input closeouts and times for trains departing from the West End of the North Yard. All through train closeouts in the Buffalo Terminal are also inputted by the Bailey Ave. Yardmaster as well as arrival and departure times.

In the event the West End Yardmaster position is not filled; the Bailey Ave. Yardmaster will control the following:

- The West End of groups 3 through 7
- All tracks leading to the Engine House or Car Shop
- All Loop tracks

Hump Yardmaster

The Hump Yardmaster operates on Road Channel 4 and controls the following tracks:

- The East End of both the North and South Yards
- The East End of all 63 class tracks
- Hump Leads
- East End switches
- Eastbound Runner from Harlem to CP 433

The "NG" Train Dispatcher will announce all trains terminating at Frontier, or trains with Frontier setoffs to the Hump Yardmaster.

The Hump Yardmaster is responsible to input closeouts for arriving trains from the west in both the North and South yards. Closeouts must also be made for eastbound trains that are making a pickup from the Hump end.

In the event the West End Yardmasters position is not filled; the Hump Yardmaster will control:

- The West End of groups 1 and 2 in the Class Yard
- All Leads leading into the groups
- The West End of the South Receiving and Departure Yard

Train Yarding Procedure

All inbound trains terminating at Frontier, or trains with setoffs at Frontier, unless otherwise instructed, will arrange to secure their train at the East End of the yard.

All conductors working the "Buffalo Consolidated Yard Conductors Extra List" must have the following frequencies programmed in their portable radios:

- Selector #1 = Road Channel 1 (Frequency 160.800)
- Selector #2 = Road Channel 2 (Frequency 161.070)
- Selector #3 = Road Channel 3 (Frequency 160.860)
- Selector #4 = Road Channel 4 (Frequency 160.980)
- Selector #5 = Pulldown # 1 (Frequency 160.245)
- Selector #6 = Hump Channel (Frequency 160.650)

Humping Procedures

- After permission is given from the Hump Yardmaster, the hump crews either double out tracks or pull one track East of the hill.
- The Switchtender then will align the appropriate switches to give the humper the correct line-up.
- The Hump Yardmaster will then tell the Independent Hump Foreman that the switches are lined to shove high towards the hill.
- The Independent Hump Foreman then informs the hump crew that they are lined to shove high towards the hill.
- The Independent Hump Foreman then communicates with the Car Retarder Operator as to which tracks have blocking devices applied.
- When the cut gets to the top of the hill, the Independent Hump Foreman asks the Car Retarder Operator if it is safe to begin the hump.
- If it is determined safe and O.K. to hump, the Independent Hump Foreman then pushes the button to operate the siren to warn employees that humping is about to commence.

Yard Train Handling Procedures

Road trains performing yard moves such as setting off cars on either the head or rear ends, doubling up trains, or setting out crippled cars must keep train buff forces to a minimum. This is accomplished must by keeping the train in a stretched mode where conditions permit.

Keep the train speed low when approaching stop points and use minimum brake reduction while using only sufficient throttle to keep the train stretched. Additional light brake applications of two to three PSI may be made to complete the stop making sure to bail off the locomotives' brakes.

When required to make a shoving move, insure that the brakes are fully released and use only sufficient throttle to initiate and complete the move. Shoving with train brakes applied should be **avoided** whenever possible. If this type of move must be made, it should be performed with **extreme caution**. The move should be made using both minimum automatic brake reduction and throttle position keeping the amperages low.

The Conductor is to keep the Engineer advised as the distance to be known clear in car counts. The Engineer is to stop if not given additional information after moving one half the distance specified from the Conductors previous directives.

Engineers working hump assignments at Frontier must use extreme caution when stopping after going over the apex of the hump with cars.

To keep buff forces to a minimum, after closing the throttle to idle the independent brake should be applied lightly to adjust for slack. The brake should be gradually increased to complete the stop.

When stopping with a long draft of cars, Engineers should expect a delayed slack action due to the buff forces achieved from the rear end coming over the apex of the hump. It is critical that before shoving to the hump Engineers should allow sufficient time to make sure the train has come to a complete stop.

Dimensional and Clearance Shipments

Train dispatchers will notify either the Trainmaster or the Yardmaster on duty that a dimensional or specialty clearance train will terminate or advance through the yard. It is the responsibility of the Hump, Bailey Avenue, or the West End Yardmaster to have a designated track with sufficient clearance before entering the yard parameters. The yardmaster in charge of moving the train must also have the proper Clearance Bureau paperwork **before** the cars can enter the yard.

Before the dimensional, high/wide, or specialty train comes into the yard, an updated job briefing must be done to all employees that will work with the train. **At no time are these cars allowed to be humped or flat-switched with or against other equipment.**

If in the event the cars must be moved or switched, it is the responsibility of the crew working with the Yardmaster to protect the movement and to move the shipment to its proper place within the departing train.

Clearance implicated shipments that need to be moved for measurement within terminal limits, may be moved by crews that are properly briefed on the shipment and situation and have a designated track by the Yardmaster that will have sufficient clearance for the load.

At no time is the shipment, high/wide or dimensional car/cars allowed to leave a terminal without the proper Clearance Bureau paperwork.

Diesel House Operations

Before entering Diesel House territory, permission must be obtained from the Diesel House Foreman on Road Channel 4. The Foreman will issue the crew yarding instructions. When leaving Diesel House territory, permission must be granted from the West End Yardmaster. When contacting the West End Yardmaster, the crew must give their train symbol, destination, the need to turn power if required and the safety focus of the day.

Use of Shove Lights

The North Yard at Frontier is equipped with shove lights on all tracks with the exception of the North and South Feeders and the Erie Straight for the purpose of making up outbound trains. When shoving into a track equipped with a shove light, the light will remain lit until the East End of the cut approaches the clearance point at the East End. The crew should remain shoving the cars into the track until the light goes out. When the light goes out, stop the move and spot the West End of the cars at the airline. After tying the cars down the crew is to contact the Bailey Ave. Yardmaster for further instructions.

Track Protection

Protection for any craft working on a track within Frontier Yard must be obtained from the Yardmaster controlling that trackage. After receiving instructions from the respective Yardmaster, the Switchtender at Frontier Hump will place the blocking device on the protected track or switch and record it on CT-88 form. Blocking devices must be applied to perform the following functions:

- Rerailing
- Car Inspection
- Signal and switch testing
- Working on or between equipment
- Track containing M of W equipment
- Any other situation where protection is warranted

Track protection will be obtained in the following manner:

1. The person requesting protection must identify himself to the controlling Yardmaster. They must also identify the switch name or track to be protected.
2. The person requesting permission or the Foreman for a group of employees will give an identifying name, along with the location needing protection.
3. The Switchtender will apply blocking devices and acknowledge the placing of the blocking devices back to the person requesting protection. The Switchtender will

then record the name of the person requesting permission, time of BDA and location of the BDA on the CT-1888.

4. Blocking devices can only be applied or removed by the Switchtender at the Frontier Hump. Request for protection must come from the employee or foreman of the same craft the employee is working.

Upon completion of work, all blocking devices must be removed promptly according to the above four items.

Coupling Class Tracks

When coupling tracks in the Classification Yard at Frontier, the Car Retarder Operator must provide protection. The information is to be recorded on Form CT-1888.

Pulldown crews must have a blocking device applied on the Class Track prior to their engine going east of the inert retarder, or coupling onto the first car. When the Conductor reaches the East End of the track, and the coupling is complete, the cars are to be pulled to the West End of the track and receive instructions from the West End Yardmaster. The BDA or "peg" must be left on the track until the engine is off the track.

Doubling Out Class Tracks

When a yard crew doubles out tracks from the West End, blocking devices are to be applied to all tracks. They are not to be removed until all tracks has been pulled past the Inert Retarder at the West End and the engine and crew are clear of the track.

Route Lining

The Switchtender at the Frontier Hump has complete control of all power switches at the Frontier Yard facility with the exclusion of those switches west of the Hump leading into the Classification Yard. Any route requirement by the Yardmaster must comply with the following procedures:

1. Yardmasters will contact the Switchtender through the talk back speakers identifying themselves and route over which specified switches is requested.
2. The Switchtender will repeat the Yardmasters instructions for verification. They will then align the switches according to the Yardmasters instructions.
3. After completing requested alignment, the Switchtender will inform the Yardmaster of the alignment.
4. Upon this receipt, the Yardmaster will verify on his board that the indications comply with the originally requested route.

Under these circumstances, both the Switchtender and the Yardmaster will repeat and verify that the route alignment is correct and is the route originally requested.

Shoving movements made in the Buffalo Terminal are instructed that after receiving permission to make the movement from the appropriate Yardmaster, a crew member qualified on the physical characteristics of the territory must station his or herself where they can protect the leading end of the movement. They should be looking that the hand and power switches are lined for their movement and that there are no obstructions affecting the movement of their train.

When backing or pushing a train, engine, or cars, the distance of the movement in car lengths must be specified. The movement must be stopped in one half the remaining distance unless additional instructions are received.

Run-Out Control

During hump operations, the Car Retarder Operator will monitor the speeds of all cars humped through the master and group retarders. The CRO must afford manual retardation to all cars humped to clear tracks for assurance that the cars will stop short of the inert retarders. The CRO is responsible and must control the humping operation by adjusting the retarders to account for weather conditions, wind speed, rollability, etc. During hump operations if the Car Retarder Operator becomes aware of a car leaving the group retarders located at the West End of the yard at an excessive rate of speed, he must immediately notify the West End Yardmaster through direct communication on the talk back speaker.

By contacting the Yardmaster he will be able to alert the crews working in that area that a car might run out on a designated track. Any crew working in that area will then be able to get in the clear of the lead until the car has stopped. The inert retarders are designed to bring slow moving cars to a stop. The retardation power is not sufficient to stop a fast moving car.

In the event of a run out, the Control Tower Trainmaster will immediately take the track out of service until the cause of the run out is determined. Investigation of the run-out will include:

1. Position of all controls on the CRO panel, including an interview with the CRO as to his handling of the car.
2. Get readings on the inert retarder.
3. Weighing of the run-out car in comparison with capacity and waybill information.
4. Inspection of the master and group retarder by signal personnel.
5. Inspection of the computer operation by the Signal Technician.

Power Operated Switches

Power operated switches are located in both the North and South Yards. These switches are operated by the Switchtender, which is directed by the appropriate Yardmaster. The East End of the bowl has power switches, which are keyed in by the Independent Hump Foreman. The Car Retarder Operator can also operate these switches. There are power-operated switches in the East Yard, again, which are operated by the Switchtender. Power switches are also operated off the main into Frontier at CP-433, CP434, CP-437 and CP-T, which are all operated by the NG Dispatcher.

Hand Operated Switches

The East End of the Class Yard is equipped with hand-operated switches. In the North Yard, the North and South Feeder tracks all have hand-operated switches both at the Bailey and Hump end of the tracks. The North-8 and North Runner switches at Bailey Avenue are also hand operated. In the South Yard, there is a hand-operated switch on the Hump and West End of South-O. There are also hand-operated switches in the East Yard and on the Loop Lead on the West End.

Derails

Derails are located at the East and West End of all the 63 class tracks in the bowl for M of W protection. All the North and South Yard tracks are also equipped with derails. The car shop derails are located on CS-2 to CS-5 at the doors of the shop, on 19 lead and the East and West end of 4 lead. Derails are located at the Locomotive Servicing Facility on the pit tracks protecting Mechanical employees from moves from the staging area to the pit. Derails are located at both the North and South House Tracks on the East and West end to protect against movement. The loop tracks are also equipped with derails as well as the Diesel Spur, Escape Track and the North and South Cab Tracks.

10.0 TRAIN CONTROL

Control Tower

First Floor

- Power Supplies and power panel for relay cases
- Switch machine and retarder motors
- Power supply for retarders
- Stand by emergency generator at the West end of building

Second Floor

- Relay Room for automatic switching
- Switch machine control circuits

Third Floor

- Electronic equipment for radar, auto switching and speed control equipment
- Repair and test bench

Hump Tower

Third Floor

- Relay room for North/South and East Yard which directs control switches
- Transmitters and Receiver that controls GE Series Six and spread spectrum
- 24 volt D.C. Battery Main
- Start control and relay case for automatic switching circuits

Fourth Floor

- Controls for the power switches for the North, South and East Receiving Yards
- Controls for the West End of the South Yard by a Series Six Programmable Controller
- Controls for the Bailey Avenue switches which are controlled by Spread Spectrum Ratio
- Controls for the East End of the yard which are all by Direct Control

Locomotive Shop

First Floor

- Mechanical
- Plant Manager
- Assistant Shift Superintendent

- Foreman
- Locomotive Repair Shop
- Store Room
- Conference Room
- Lunch Room
- Men's Restroom/ Locker Facilities
- Woman's Restroom

Locomotive Servicing Facility

- Mechanical
- Pit Foreman
- Environmental
- Administrative Personnel
- Lunch Room
- Restroom Facilities

Pit tracks 1 and 2 – Used for repairs and servicing of inbound locomotives.

Pit tracks 3, 4 and 5 – Used for outbound tracks.

Locomotive Repair Shop

Repair Tracks

- Two repair tracks within the repair shop used for fall outs and scheduled maintenance

Car Repair Shop

- 4-Lead used for expedite repairs
- CS2-CS5 used for regular shop repairs and project cars

11.0 MAINTENANCE OF WAY

M of E or M of W Equipment

Whenever any M of E or M of W equipment are working not under the direct supervision of transportation employees and is fouling any tracks in the Class Yard at Frontier, the entire group must obtain a blocking device from the Hump Yardmaster.

M of W Protection Procedures

Blocking protection on power switches provides protection for Engineering Personnel. It is the responsibility of the Engineering forces to make the track inaccessible after permission is granted from the Yardmaster.

12.0 CAR INSPECTION

Inbound

Inbound trains are given an inbound inspection by mechanical forces. Inbound trains are turned over to the Car Foreman from the appropriate Yardmaster. The Car Department Foreman is located in the fifth floor of the Control Tower. The Car Inspectors are stationed at the Bailey Avenue Carman's shanty.

Outbound

Trains are turned over to the Car Foreman from the appropriate yardmaster for an outbound inspection in the Departure Yard. The same Carman at Bailey Avenue works both the inbound and outbound inspections. Priority of which tracks to work first is discussed between the Car Foreman and the Trainmasters.

Inspection Vehicles

The Car Inspectors use a variety of different pick-up trucks when they are assigned to work a particular track. There is also a road truck that can expedite light repairs on departure tracks.

Blue Flag Protection

After a track is turned over to the General Car Foreman from the Yardmaster it is up to the Foreman to obtain protection for the tracks. This is done two ways. The first is through a blocking device on the switch tenders board. Tracks that cannot be blocked electronically are protected with derails and blue flags applied by the Car Inspectors. The Yardmasters, Switchtender, and the Car Foreman must all document the blocking devices on their respective forms.

13.0 GROUND AIR

Frontier Yard has airlines on all tracks in both the North and South Yard for mechanical inspections. Tracks are equipped with air stanchions that are painted in a bright yellow color to be clearly visible.

In the event that there is any problem with the air in the yard, the following should be notified:

- Regional Equipment Engineer – **Ray Harbison** at RNX 227-6190.

Ground Air Removal

The following will be the procedure for the removal of ground airlines and coupling locomotives for pickup or yard makeup trains in the Buffalo Terminal:

1. When permission from appropriate Yardmaster is given to tie power on, this will be your permission to remove the ground airlines.
2. Close angle cock on train or draft of cars to be picked up.
3. Close angle cock on ground air supply. (Ground air should automatically deplete in ground air hose)
4. Remove ground air hose, tie power on and couple air hoses.
5. Open angle cocks on power then on train slowly so as not to put either in emergency.
6. Remove all hand brakes.

14.0 YARD LIGHTING

Yard lighting appliances are equipped with photocell devices. They are located at the West End, Bailey Avenue, Hump, Locomotive Service Facility, and the Car Repair Shop.

Problems with yard lighting should be reported to the mechanical foreman for facilities.

Jason Dziadzio RNX 227-6185 or 716-891-6185

15.0 BRIDGE CLEARANCES

BAILEY AVENUE

<u>Track</u>	<u>Extreme Height</u>
Pullman	19' 1-1/2"
#6 Main	19' 1/4"
#5 Main	19' 2"
Erie Straight	20' 6"

CLEARANCES

WEST END SOUTH RECEIVING AND DEPARTURE

<u>Track</u>	<u>Clearance</u>	<u>Obstruction</u>
# 2 Main	23' 6"	Cable
# 1 Main	22' 8"	Cable
# 1 South Yard	22' 7"	Cable
# 2 South Yard	22' 7"	Cable
# 3 South Yard	22' 3"	Cable
# 4 South Yard	21' 9"	Cable
# 5 South Yard	23' 5"	Cable
South Yard Lead	24' 3"	Cable
South #9	21' 5"	Cable
South #0	20' 9"	Cable
Class Lead	21' 3"	Cable
Engine House Lead	22' 7"	Cable
1 - 2 Loop Lead	22' 7"	Cable

16.0 COMMUNICATIONS

The Frontier Yard communication consists of radios, intercoms and telephones.

Radio and Intercoms

Radio communication is the primary source of communication in the yard. Portable radios are issued to crew members for use at both the East End Hump and the West End of the yard. Yard and road channels that are expected to be used by the crews and are as listed below:

- Selector #1 = Road Channel 1 (Frequency 160.800)
- Selector #2 = Road Channel 2 (Frequency 161.070)
- Selector #3 = Road Channel 3 (Frequency 160.860)
- Selector #4 = Road Channel 4 (Frequency 160.980)
- Selector #5 = Pulldown # 1 (Frequency 160.245)
- Selector #6 = Hump Channel (Frequency 160.650)

Frontier Yard also is equipped with an intercom system used by multiple parties including:

- Yardmasters
- Trainmasters
- Car Foremen
- Hump Conductor
- Retarder Operator
- Maintainer
- Switchtender
- Dispatcher

Communication Department Building Located at the West End contains the following:

- AEI system hardware maintenance room
- Server room
- PBX room
- EOT repair shop
- Yard communications maintainer
- Radio Shop Garage

The PBX Room YMCA – (No Backup power or generator)

- Verizon Demarcs
- Fiber optic termination – Sonic Ring
- G3 telephone switch
- Radio and Signal control circuits for Western New York
- Data Network for Western New York
- Controlling circuits for Seneca Yard
- Controlling circuits for Kenmore Yard

17.0 ROADS

Main Roads

There are main roads, which are accessible from Broadway Avenue leading to the West End of the yard, Harlem Road entering at the hump and West Shore, which enters at Bailey Avenue. These main access roads are paved and run throughout the yard to locations such as the car shop, control tower, the West End and many other offices. There is a one-way direction of traffic movement located at the West End of the yard office, which run in a south to north direction. Employees and visitors primarily use main roads. The speed limit on these roads is 15 mph.

Secondary Roads

Are non-paved gravel roads that are primarily used by the mechanical and engineering departments. These roads offer access to hard to reach areas in the yard. The speed limit on these secondary roadways is 15 mph.

Inspection Roads

Inspection roads are roads primarily used by the car inspectors. These roads are between North-6 and North-8 at the Bailey end of the North Yard. There are also inspection roads along North-1 and along the Erie Straight. The speed limit on the roads is 15 mph.

18.0 VAN ASSIGNMENTS

Shuttle rides for yard conductors for various use throughout the yard are operated by the yard clerks. A lead clerk directs the various cabs between the yard moves as well as transporting road crews to and from their trains, both in the yards and on the main line. The lead clerk can be contacted either by phone, Road Channel 4, or in person at their office located on the first floor in the West End building.

19.0 HOUSEKEEPING

It is the right of every employee to work in a clean and safe environment on CSX property. This also applies to locomotive cabs, jitney's, office and conference rooms as well as bullrooms, restrooms, walkways and any area available for the use of a visitor or an employee. Littering and vandalizing company property is strictly prohibited! Trash receptacles are provided and located throughout the yard and all office spaces.

Large Refuse containers used by the track department are located west of the car shop on the road as well as in their shop and office. Smaller scrap containers are located on each track and inside the car shop. Track department receptacles are located on the west side of the "Y" and the east end, south side of the hump, the car shop and the engine house. Scrap tie parts receptacles are found at the staging area on the north side of the hump at the escape track. And the North side of 4 Lead located at the West End.

APPENDIX:

Track Lengths

North Yard

South Yard

<u>Track</u>	<u>Numeric</u>	<u>Footage</u>	<u>Track</u>	<u>Numeric</u>	<u>Footage</u>
North 1	621/421	5177	South 1	601/401	5066
North 2	622/422	5176	South 2	602/402	5097
North 3	623/423	5612	South 3	603/403	4602
North 4	624/424	5690	South 4	604/404	4278
North 5	625/425	5495	South 5	605/405	4260
North 6	626/426	5630	South 6	606/406	3988
North 8	628/428	5722	South 7	607/407	3976
N. Runner	225/430	5733	South 8	608/408	3970
S. Feeder	232/423	6677	S. Runner	223/429	4250
N. Feeder	231/431	6766	South 9	609/409	3969
Erie Straight	241	7000	South 0	610/410	3945

-All footage is approximate and is measured from East end foul point to West end foul point.

TRACK LENGTHS

Class Yard

<u>Group # 1</u>	<u>Group # 2</u>	<u>Group # 3</u>	<u>Group #4</u>
CI-1 2865 ft.	CI-10 1250 ft	CI-19	CI-28 1324 ft
CI-2 2848 ft	CI-11 1235 ft	CI-20 1000 ft	CI-29 1370 ft
CI-3 2809 ft	CI-12 1209 ft	CI-21 1231 ft	CI-30 1366 ft
CI-4 2752 ft	CI-13 1405 ft	CI-22 1052 ft	CI-31 1562 ft
CI-5 2562 ft	CI-14 1067 ft	CI-23 1188 ft	CI-32 1253 ft
CI-6 2587 ft	CI-15 1097 ft	CI-24 1220 ft	CI-33 1473 ft
CI-7 2485 ft	CI-16 1267 ft	CI-25 1358 ft	CI-34 1665 ft
CI-8 2490 ft	CI-17 1012 ft	CI-26 1295 ft	CI-35 1626 ft
CI-9 2642 ft	CI-18 1012 ft	CI-27 1551 ft	CI-36 1892 ft

<u>Group # 5</u>	<u>Group # 6</u>	<u>Group # 7</u>
CI-37 1528 ft	CI-46 2297 ft	CI-55 3067 ft
CI-38 1462 ft	CI-47 2287 ft	CI-56 3025 ft
CI-39 1543 ft	CI-48 2328 ft	CI-57 3104 ft
CI-40 1798 ft	CI-49 2568 ft	CI-58 3357 ft
CI-41 1730 ft	CI-50 2510 ft	CI-59 3238 ft
CI-42 1810 ft	CI-51 2583 ft	CI-60 3220 ft
CI-43 2030 ft	CI-52 2820 ft	CI-61 3790 ft
CI-44 1832 ft	CI-53 2617 ft	CI-62 4562 ft
CI-45 2035 ft	CI-54 2854 ft	CI-63 4656 ft

Telephone Numbers

CSX POLICE.....1-800-232-0144

Safety Hotline.....RNX 8-245-6011

Frontier Yard

Bell.....891-xxxx	
Rnx.....227-xxxx	
Bailey Ave. Yardmaster	6149
Fax.....	6240
C & S Maintainer	6124
Cab Dispatcher	6169
Fax.....	6117
Car Department	6129
Car Shop Foreman	6104
Communications	6015
Control Tower	6120
Fax.....	6822
Damage Prevention	6168
Diesel House	6146
Fax.....	6219
Electrion	6185
Hump Yardmaster	6032
Fax.....	6040
Indep. Hump Foreman	6140
Local Chairman's Room	6020/6063
Public Safety	6013
Radio Shop	6158
Retarder Operator	6162
Road Foreman	6285
Roadmaster	6126
Terminal Superintendent	6158
Fax.....	6883
West End Yardmaster	6132
Fax.....	6123

Reiman Street

Bell.....891-xxxx	
Rnx.....227-xxxx	
Bridge & Building	6184
Claims	6011
C & S	6035
Conference Room	6098
District Superintendent	6163
Police	6181

Ohio Street

Bell.....891-xxxx	
Rnx.....227-xxxx	
Office	6089
Fax.....	6231

Seneca Yard

Bell.....891-xxxx	
Rnx.....227-xxxx	
Office	6100
Fax.....	6280
Bullroom	6200
Car Department	6270
Car Foreman	6269
Fax.....	6040
Trainmaster	6258

Kenmore Yard

Bell.....891-xxxx	
Rnx.....227-xxxx	
Office	6225
Fax.....	6231
Car Department	6951

Niagara Yard

Bell.....278-xxxx	
Rnx.....227-xxxx	
Yardmaster	6950
Fax.....	6918
Car Department	6925
Trainmaster	6951

Frontier Yard Key Phone Numbers

Title and Name	Office Number	RNX Number
District Superintendent Larry Dellinger	1-(716)-891-6163	8-227-6163
District Superintendent William Zurek	1-(716)-891-6158	8-227-6258
Assistant Terminal Superintendent Thomas Lewandowski	1-(716)-891-6120	8-227-6120
Trainmasters	1-(716)-891-6120	8-227-6120
Senior Car Forman D.M. Murphy	1-(716)-891-6140	8-227-6140
General Car Forman D. Wisniewski	1-(716)-891-6129	8-227-6129
Assistant Regional Engineer Track Jim Tholman	1-(716)-891-6108	8-227-6108
Road Master Bob McCartney	1-(716)-891-6162	8-227-6162
Locomotive Shop Manager Bill Widmer	1-(716)-891-6144	8-227-6144
Senior Road Forman Bob Husted	1-(716)-891-6208	8-227-6208
Supervisor Signal Maintenance J.D. Hatcher	1-(716)-891-6034	8-227-6034
Mechanical Facilities Forman Jason Dziadzio	1-(716)-891-6185	8-227-6185
Regional Director of Safety T. J. Ferris	1-(716)-891-6038	8-227-6038
Hazmat Manager Michael Betghe	1-(716)-891-6025	8-227-6025
Supervisor of Communications T.J. Cunningham	1-(716)-891-6015	8-227-6015

LOCATION MAP



