

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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BAYVIEW YARD CONDUCTOR FATALITY  
BALTIMORE, MARYLAND  
FEBRUARY 7, 2019

Accident No.: RRD19FR004

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Bayview Yard Radio Communications  
Baltimore, Maryland

Thursday,  
February 7, 2019

KEY:

U/M = Unidentified Male

R E C O R D I N G

1  
2 **[Audio File: 064-Channel 2 6am-7:30am 2-7-19.wma]**  
3 0:00:00 U/M: 9-4. 84.  
4 0:05:28 38A CONDUCTOR: Start pulling if you want.  
5 0:05:30 38A ENGINEER: I'm going to try.  
6 0:05:32 38A CONDUCTOR: (Laughing) It had other plans.  
7 0:05:34 38A ENGINEER: Yeah, I got to charge up a little bit, so  
8 I don't know if you want to walk back, because I had to  
9 put some air on it.  
10 0:05:40 38A CONDUCTOR: Yeah, that's fine.  
11 0:14:32 38A ENGINEER: 38A, South End.  
12 0:14:48 38A ENGINEER: 38A, South End.  
13 0:15:24 YARDMASTER: South End, 38A. I'll get you out of 30  
14 there with a couple behind here, modal stuff. Over.  
15 0:15:37 38A CONDUCTOR: All right. And where are we going with  
16 it from there?  
17 0:16:00 YARDMASTER: South End, 38A.  
18 0:16:03 38A CONDUCTOR: 38A.  
19 0:16:04 YARDMASTER: All right, we'll get you lined out of 30  
20 here. Pull down by the office. It looks like you're  
21 clear to north end. And we'll put 63 on right out front  
22 then.  
23 0:16:16 38A CONDUCTOR: All right. So you got a crew that's  
24 jumping on us?  
25 0:16:25 38A ENGINEER: I'm confused, Chuck. What are we doing?

1                   Are we -- are they re-crewing or what?

2 0:16:28       YARDMASTER:  Yeah, they're going to re-crew.  They're  
3                   going to re-crew.  I just want to make sure you're clear  
4                   of the hump ladder because I got 44 up there.

5 0:16:34       38A ENGINEER:  All right.  I got 10 feet to go.  I'll  
6                   make sure I'm clear.  (Tone)  There it is.  There was my  
7                   counter.  We're all clear of the hump.

8 0:16:39       YARDMASTER:  Awesome.  All right.  Keith's going to have  
9                   to line you out of 30, and if you're lined out, just  
10                  pull up front and then Mike will get on.  Over.

11 0:16:46       38A ENGINEER:  I see him.

12 0:17:17       38A CONDUCTOR:  Chuck, you want this gray slip?

13 0:17:34       YARDMASTER:  (Indiscernible)

14 0:19:34       YARDMASTER:  South End to the van driver.

15 0:19:39       VAN DRIVER:  Van driver.

16 0:19:41       YARDMASTER:  All right, Paul.  Are you with Keith or are  
17                  you out here in the parking lot?  Over.

18 0:19:46       VAN DRIVER:  I'm coming back to the parking lot now.

19 0:19:48       YARDMASTER:  All right.  Head for the pit and pick the  
20                  44 up at the pit.  Over.

21 0:19:54       VAN DRIVER:  Okay.  Roger.

22 0:19:55       YARDMASTER:  Roger.  
23                  South End, 63.  Over.

24 0:20:06       H63 ENGINEER:  H63, South End.

25 0:20:09       YARDMASTER:  All right.  Paul's going to pit to pick up

1 the 44 while you get settled on the engine. And then  
2 when he gets back here, we'll get Keith to ride the line  
3 up the headroom and bring him back here so we can pull  
4 down and make this cut. Over.

5 0:20:20 H63 ENGINEER: Conductor's already on the move and  
6 he's coming back to me now. Mr. Paul's bringing him  
7 back and we're riding truck train. Line us up, sir.

8 0:20:27 YARDMASTER: Awesome. Awesome. All right. And  
9 whenever you guys are ready, I'll get you started.  
10 Over.

11 0:20:32 H63 ENGINEER: Okay, (indiscernible) okay to pull off of  
12 30 for Truck Train 3, make the cut, and we'll talk to  
13 you about the rest when we get through, sir.

14 0:20:38 YARDMASTER: Roger. South End out.

15 0:20:42 H63 ENGINEER: H63 out.

16 0:21:16 H63 ENGINEER: NS9207 to H63 conductor, radio  
17 check.

18 0:21:21 H63 CONDUCTOR: That's a good radio check. Over.

19 0:21:22 H63 ENGINEER: All right, good radio check.  
20 Whenever you're ready, I'll be ready to pull when you  
21 get free, sir.

22 0:21:28 H63 CONDUCTOR: Roger that. Stand by.

23 0:21:30 H63 ENGINEER: Roger.

24 0:24:57 H63 ENGINEER: NS9207 to H63 conductor.

25 0:25:02 H63 CONDUCTOR: H63 conductor answering.

1 0:25:04 H63 ENGINEER: All right, you can stay right there  
2 and I can pull it down to you. You don't have to walk  
3 back to make the cut. Over.  
4 0:25:10 H63 CONDUCTOR: Roger. Okay.  
5 0:25:12 H63 ENGINEER: I hear that okay. NS9207.  
6 0:25:36 H63 ENGINEER: The green line is where whoever  
7 stopped that. So he good. He's way past the green  
8 line. He's over the green line, sir.  
9 0:25:42 H63 CONDUCTOR: Roger that.  
10 0:27:29 H63 CONDUCTOR: About four more, 9703 [sic].  
11 0:27:34 H63 ENGINEER: All right, four more. 9207, four to  
12 go.  
13 0:28:03 H63 CONDUCTOR: 9-4, 9207.  
14 0:28:19 H63 CONDUCTOR: That's far enough, 9207.  
15 0:28:21 H63 ENGINEER: Far enough. NS9207.  
16 0:28:38 H63 ENGINEER: 3-7 (indiscernible) call for eight  
17 to take the (indiscernible) down to NS9207.  
18 0:28:42 U/M: Roger. 9-3 out.  
19 0:28:46 U/M: Roger.  
20 0:29:14 VAN DRIVER: Van driver, South End.  
21 0:29:15 YARDMASTER: South End. Over.  
22 0:29:17 VAN DRIVER: Hey, Chuck, are they putting these power  
23 into the pit track?  
24 0:29:22 YARDMASTER: Roger.  
25 0:29:24 VAN DRIVER: They got blue flags up on both sides.

1 0:29:26 YARDMASTER: Excellent.

2 0:32:07 H63 CONDUCTOR: NS9207, you can drop H63  
3 conductor's three-step. Okay when able.

4 0:32:12 H63 ENGINEER: Release H63 conductor three-step, NS9207.  
5 And take it -- I got to make a mini pause on 1-4 switch.  
6 Over.

7 0:32:21 H63 CONDUCTOR: Roger that.

8 0:32:22 HB44: HB44, South End, channel 2. Over.

9 0:32:26 YARDMASTER: South end.

10 0:32:27 HB44: Can we turn down here on 35 because we don't have  
11 that special person to come remove the blue flags?

12 0:32:34 YARDMASTER: Yeah, tie it down there on 35 by the pit.

13 0:32:38 HB44: All right. Tie it down right next to the pit 35.

14 0:32:42 YARDMASTER: Roger.

15 0:32:44 H63 CONDUCTOR: 9207, conductor (indiscernible).

16 0:32:46 H63 ENGINEER: Roger, on the ride (indiscernible).

17 0:33:24 H63 ENGINEER: NS9207 to H63 conductor. I'll be  
18 out of the seat for a moment. Over.

19 0:33:29 H63 CONDUCTOR: Roger that.

20 0:34:31 H63 ENGINEER: NS9207 to H63 conductor to go next  
21 to (indiscernible). Over.

22 0:34:37 H63 CONDUCTOR: Roger that.

23 0:37:40 H04: H04, South End, sir.

24 0:37:41 YARDMASTER: South End.

25 0:37:41 H04: Yeah, getting ready to knock it down at River

1 heading for the outbound on close, and got three cars  
2 waiting there.

3 0:37:49 YARDMASTER: All right. Straight up 33. I got power  
4 tying down by the pit on 35. Keep an eye out for them,  
5 talking my end of 33. Over.

6 0:37:57 H04: Roger. Straight up 33, got power tying down by  
7 the pit 35, keep an eye out for them talking your end of  
8 33.

9 0:38:03 YARDMASTER: Roger.

10 0:38:16 H63 ENGINEER: NS9207 to H63 conductor, just  
11 crossing the road at Truck Train 3. Over.

12 0:38:22 H63 CONDUCTOR: Repeat that for me one more time.

13 0:38:24 H63 ENGINEER: Just crossing the road at Truck  
14 Train 3. Over.

15 0:38:27 H63 CONDUCTOR: Roger that.

16 0:39:25 H04: 04, South End.

17 0:39:38 H04: 04, South End.

18 0:39:40 YARDMASTER: South end.

19 0:39:41 H04: Hey, Long still working?

20 0:39:46 YARDMASTER: Negative.

21 0:39:47 H04: All right. Anybody replace him or --

22 0:39:53 YARDMASTER: No. He cleared up at 3:30. Over.

23 0:39:56 H04: Roger.

24 0:40:17 H63 CONDUCTOR: NS9207, conductor's also moving in  
25 the clear.

1 0:40:22 H63 ENGINEER: Roger. How many more do you need?  
2 0:40:24 H63 CONDUCTOR: Just one more car to slide.  
3 0:40:26 H63 ENGINEER: One more. 9207.  
4 0:40:31 H63 CONDUCTOR: (Indiscernible). One truck.  
5 0:40:44 H63 CONDUCTOR: Stretch it a little bit for me.  
6 0:40:53 H63 CONDUCTOR: That's far enough, 9207.  
7 0:40:56 H63 ENGINEER: Far enough. NS9207. Got  
8 (indiscernible).  
9 0:41:04 H63 ENGINEER: No comment.  
10 0:41:08 H63 ENGINEER: We clear of that road so you can  
11 slide that car, H63 conductor?  
12 0:41:13 H63 CONDUCTOR: Repeat that for me one more time.  
13 0:41:15 H63 ENGINEER: Are we clear of that little road  
14 back there and (indiscernible) of Truck Train 3?  
15 0:41:20 H63 CONDUCTOR: Yeah, we're completely clear of the  
16 road.  
17 0:41:22 H63 ENGINEER: Roger. Three-step protection  
18 is called for H63 conductor. NS9207.  
19 0:41:27 H63 CONDUCTOR: Roger. (Indiscernible) out.  
20 0:41:29 H63 ENGINEER: Roger.  
21 0:41:32 U/M: It is what it is (indiscernible).  
22 0:41:34 H63 ENGINEER: Roger.  
23 0:41:37 U/M: Ain't what it used to be. It is what it is.  
24 0:41:46 H63 ENGINEER: Let your conductor know that I will  
25 be having something for that little one in the morning



1 if I see him. If not, I know where to drop it off at.

2 0:41:55 U/M: Roger. He heard you.

3 0:42:50 H63 ENGINEER: H63 to the South End.

4 0:42:55 YARDMASTER: South End. Over.

5 0:42:56 H63 ENGINEER: Yes, sir. When we get to Truck  
6 Train 3, is it okay to shove those four cars back on  
7 Truck Train 4 or you want us come back (indiscernible),  
8 sir?

9 0:43:06 YARDMASTER: Whatever you think's easier. Over.

10 0:43:08 H63 ENGINEER: Roger.

11 0:43:11 YARDMASTER: Just let me know which way you choose.

12 0:43:13 H63 CONDUCTOR: Probably going to use Truck Train  
13 4, get that one switch, because I guess there's 04, and  
14 then line it back up to the ladder once we're clear of  
15 the truck train, sir, if that's possible?

16 0:43:22 YARDMASTER: Yeah, but you're not allowed to ride cars  
17 in the pad track, right?

18 0:43:27 H63 CONDUCTOR: But I will go up the bank then because  
19 that's the case. I forgot. All right. Pull back up  
20 the bank.

21 0:43:32 YARDMASTER: Back to bank. Roger.

22 0:44:14 NS24M: NS24M calling South End. Over.

23 0:44:17 YARDMASTER: South End. Over.

24 0:44:21 NS24M: NS24M. We're coming through River here.

25 0:44:25 YARDMASTER: Roger. How's your power? Over.

1 0:44:30 NS24M: Well, the back's back and nothing's tagged.  
2 Keep your fingers crossed.

3 0:44:34 YARDMASTER: Crossing fingers and toes. Roger. All  
4 right, come on down to Bay. Talk to me at Bay. I got a  
5 crew putting cars in 3 truck train. I got to get them  
6 shoved back out of the way. Over.

7 0:44:44 NS24M: 24M. Roger. Talk to Bay.

8 0:44:46 YARDMASTER: Roger. South End out.

9 0:45:06 YARDMASTER: South End to H04, over.

10 0:45:09 H04: H04.

11 0:45:13 YARDMASTER: When you get to the hump, come on down 50  
12 with everything to my end. Over.

13 0:45:17 H04: 5-0, your end with everything.

14 0:45:20 YARDMASTER: Roger.

15 0:47:35 H63 CONDUCTOR: NS9207, you can drop H63  
16 conductor's three-step protection. He has separation.  
17 Over.

18 0:47:40 H63 ENGINEER: All right. Lift H63 conductor  
19 three-step because he has separation. 9207.

20 0:48:05 H63 CONDUCTOR: That's far enough, 9207.

21 0:48:14 H63 ENGINEER: The bridge switch is good, but we got to  
22 get the one that's under the bridge before the bank one  
23 can come up with it.

24 0:48:21 H63 CONDUCTOR: Roger that. Get the three-step  
25 again real quick.

1 0:48:27 H63 ENGINEER: Three-step protection is called for  
2 H63 conductor. NS9207.  
3 0:48:31 U/M: Roger. 9-3 out.  
4 0:48:45 H63 CONDUCTOR: All right, 9207, you can drop H63  
5 conductor's three-step, and stand by.  
6 0:48:50 H63 ENGINEER: All right, releasing H63 conductor's  
7 three-step. 9207 to stand by.  
8 0:52:41 H63 ENGINEER: Okay, NS9207 to (indiscernible).  
9 0:54:17 H63 CONDUCTOR: NS2- -- 9207 -- the last one. That's  
10 far enough, 92- --  
11 0:54:31 H63 ENGINEER: Far enough.  
12 0:54:44 H63 CONDUCTOR: 9207, you're in line for the --  
13 0:54:47 H63 ENGINEER: Cover section two, keep in  
14 line for the bank. Over.  
15 0:54:51 H63 CONDUCTOR: We're set for the next three switches.  
16 0:54:53 H63 ENGINEER: All right. (Indiscernible) next three  
17 switches lined for the bank. NS9207.  
18 0:55:14 H63 CONDUCTOR: 9207, Conductor. The (indiscernible)  
19 started back 12 for now, 12.  
20 0:55:20 H63 ENGINEER: Roger. H63 pick up the (indiscernible)  
21 to check on the brief for dispatch, 12 for now. NS9207.  
22 0:55:30 YARDMASTER: Come in for the south end of 42, H63. 4-2  
23 on the south end. Over.  
24 0:55:35 H63 ENGINEER: All right. South end of 4-2. H63 out.  
25 0:56:13 H63 CONDUCTOR: This is for sir 92- -- 9207.

1 0:56:17 H63 ENGINEER: This is the 9207.  
2 0:56:21 U/M: (Indiscernible)  
3 0:57:35 H63 ENGINEER: NS9207 to H63 conductor, you drop  
4 your lantern?  
5 0:57:43 H63 ENGINEER: All right. H63 to South End. H63  
6 to South End.  
7 0:57:51 YARDMASTER: South End. Over.  
8 0:57:52 H63 ENGINEER: Got a man down, man down, sir. Come  
9 around -- I need emergency around the truck train. Send  
10 an ambulance, please.  
11 0:58:00 YARDMASTER: Ambulance to truck train?  
12 0:58:02 H63 ENGINEER: Yes, sir, truck train. I'm on the  
13 bank. I got a man down.  
14 0:58:15 H63 ENGINEER: Copy, South End?  
15 0:58:33 H63 ENGINEER: H63 to South End.  
16 0:59:10 NS24M: NS24M to South End.  
17 0:59:20 H63 ENGINEER: H63 to trainmaster. H63 to  
18 trainmaster.  
19 0:59:24 YARDMASTER: Ambulance on the way. Ambulance and  
20 trainmaster on the way, Mike. Ambulance and trainmaster  
21 on the way, Mike.  
22 0:59:31 H63 ENGINEER: Thanks. Please hurry up, man.  
23 0:59:46 YARDMASTER: Mike, what happened? I got to know for the  
24 paramedics.  
25 0:59:50 H63 ENGINEER: I don't know if like I rolled him,

1 man, or he fell off the car. I need help around here,  
2 please. I don't know.

3 0:59:56 YARDMASTER: Roger. Roger. On the way.

4 1:01:33 NS24M: 24 to South End, Chuck, we're here whenever,  
5 whenever.

6 1:13:49 U/M: (Indiscernible) Railroad calling NS South End.  
7 Over.

8 1:13:54 YARDMASTER: South End.

9 1:13:56 U/M: Five cars on my side. If I can just go to the  
10 coal yard when I can? Over.

11 1:14:00 YARDMASTER: Roger. Okay with the coal yard. Over.

12 1:14:03 U/M: Roger that. Over.

13 1:20:41 U/M: Hey, Mike, can you shut everything down on that?

14 1:20:43 H63 ENGINEER: Roger.

15 1:20:51 H63 ENGINEER: Can you grab my, my rain gear and  
16 gloves?

17 1:20:54 U/M: I will, I will. Do you need three to put the  
18 brakes on?

19 1:21:00 H63 ENGINEER: No, I got my stick.

20 1:21:02 U/M: Roger.

21 1:23:01 U/M: (Indiscernible)

22 1:23:38 U/M: Double check the (indiscernible). Over.

23 1:23:46 U/M: (Static)

24 1:24:32 U/M: Thanks.

25 1:25:05 U/M: (Indiscernible)

1 1:25:51 U/M: Five in and out, 1203.  
2 1:26:30 U/M: Double check the (indiscernible), over.  
3 1:26:36 U/M: Fifteen out, 1203.  
4 1:27:21 U/M: (Indiscernible)  
5 1:27:54 U/M: (Indiscernible)  
6 1:27:59 (End of recording)  
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

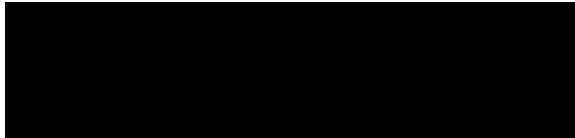
IN THE MATTER OF:           BAYVIEW YARD CONDUCTOR FATALITY  
                                  BALTIMORE, MARYLAND  
                                  FEBRUARY 7, 2019  
                                  Radio Communications

ACCIDENT NO.:               RRD19FR004

PLACE:                        Baltimore, Maryland

DATE:                         February 7, 2019

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.



Kay Maurer  
Transcriber