

Conrail Pavonia Yard Camden, New Jersey Evolution of Physical Change

October 1, 2013



Office of Vice President/Chief Engineer

Pavonia Yard - 1967



***Speed Frate*—low cost yard system gets Pennsylvania's OK at Pavonia**



One operator handles all controls, automatic switching and speed selection.



The bump retarder is radar controlled.



All retarders are weight-responsive, with automatically controlled hydraulic release.

GENERAL RAILWAY SIGNAL COMPANY
A UNIT OF GENERAL SIGNAL CORPORATION

ATLANTA BOSTON CHICAGO MONTREAL NEW YORK OAKLAND ST. LOUIS ST. PAUL

October 23, 1967 RAILWAY AGE

Circle 6 on reader service coupon

The Evolution of Change

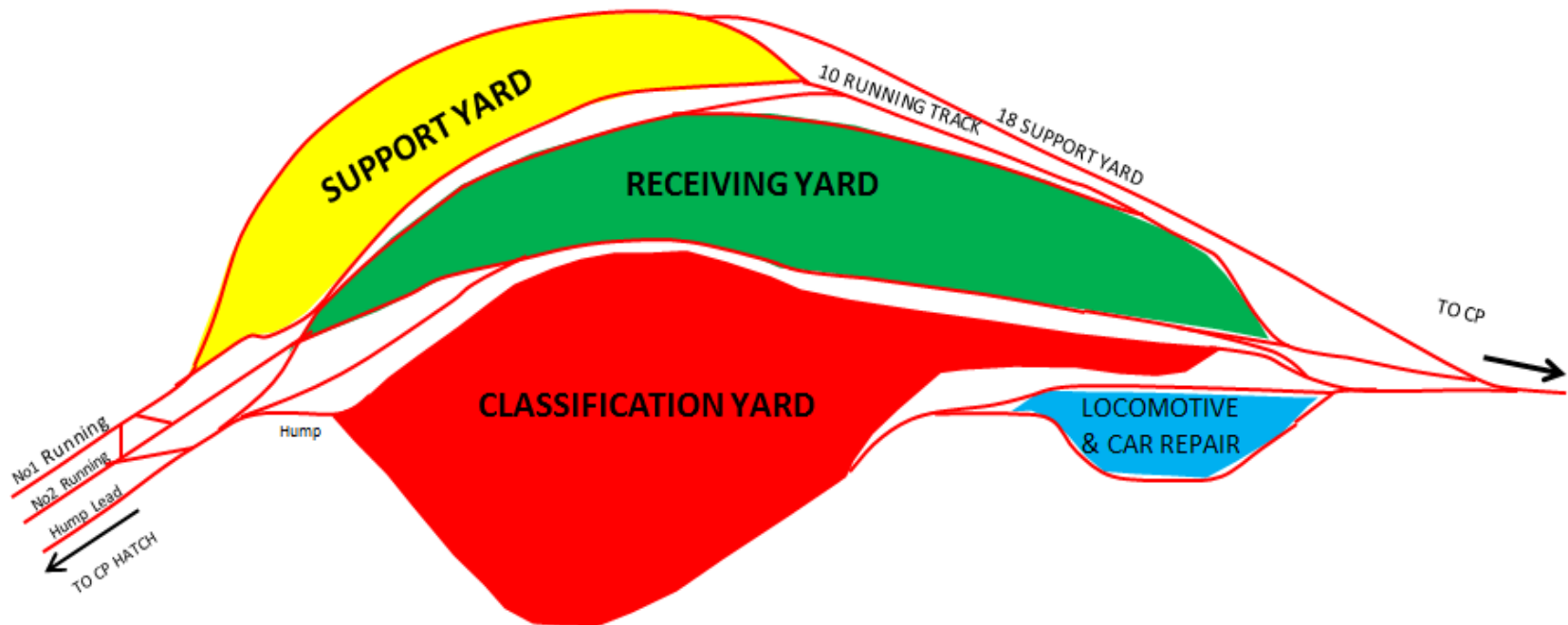
- 1967 – Over 1,000 cars per day were processed during Pennsylvania Railroad Seashore Line operation at Pavonia
- 1976 – Pavonia Yard becomes part of Conrail
- 1987 – Pavonia Yard on average handles 800 cars per day
- During the late 1980's and early 1990's, Conrail rationalizes the South Jersey cluster by retiring many outlying support yards
 - Hump and Classification Yard become customer-based yard for South Jersey, warranting humping of only eastbound traffic flows
 - Westbound traffic flows are flat-switched in the Support Yard

The Evolution of Change

- Post-split, Pavonia Yard handled between 600 and 750 cars per day, excluding unit train operations
- By 2009, freight traffic requiring processing over the Pavonia Hump was in the 300-350 range
- These volumes further supported the cessation of humping activity to reduce operating and maintenance expenses and the avoidance of near-term capital investment
- The introduction of recently developed technology allowed for automated flat switching and single person remote crews to operate without any utility personnel

Pavonia Yard Track Layout

PAVONIA YARD



Support Yard Under Construction



Switching Kiosk and Camera Monitor



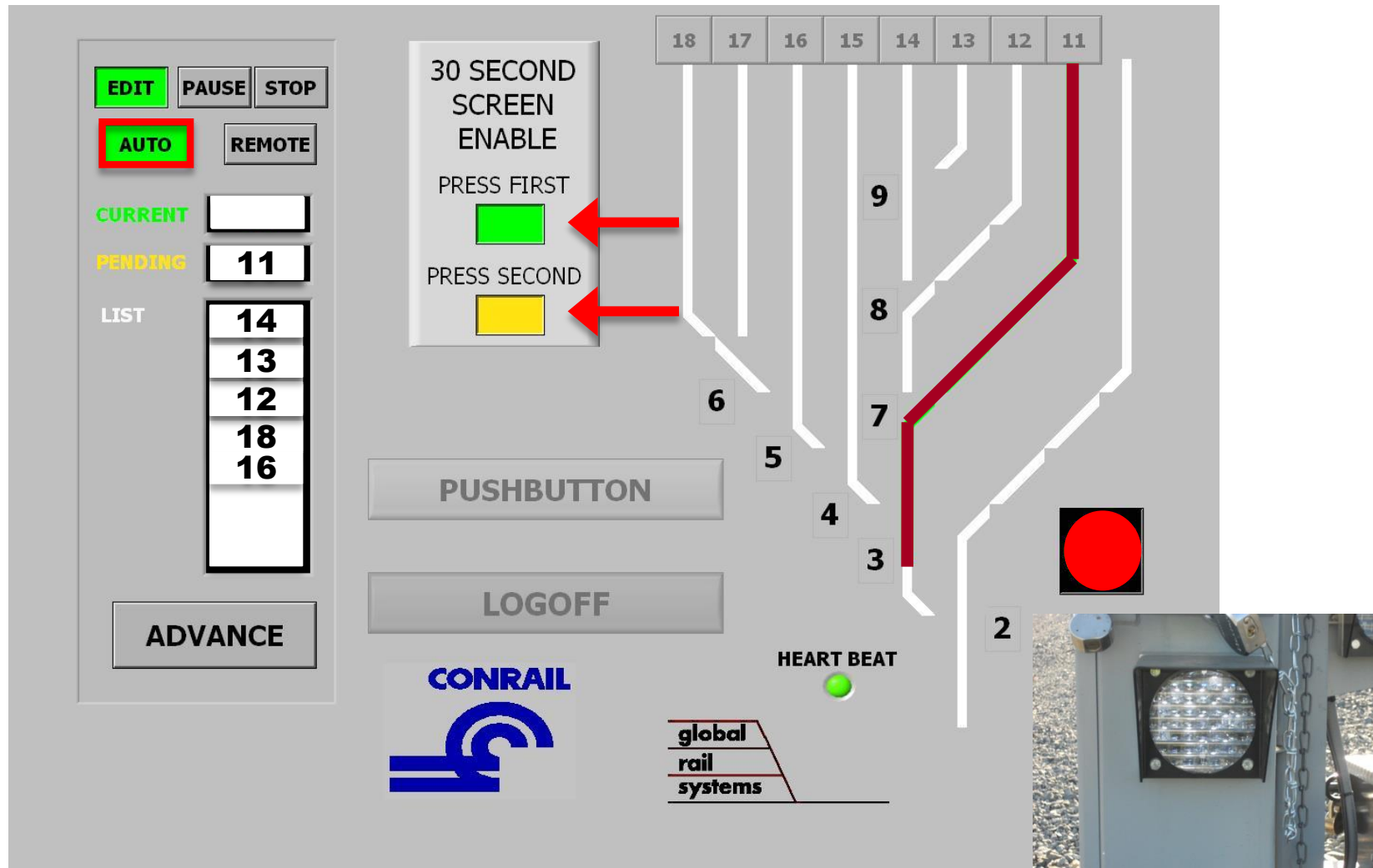
Switching Kiosk and Camera Monitor



Switching Cut List Screen

[illegible]

Switching Kiosk – Automatic Mode



Switch Indications



Demonstration

18

CURRENT

17

PENDING

17

LIST

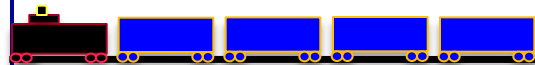
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18

17

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15



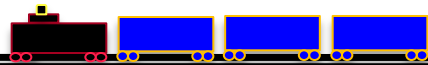
KIOSK

DEMONSTRATION

17 CURRENT

17 PENDING

15 LIST



KIOSK



18

17

16

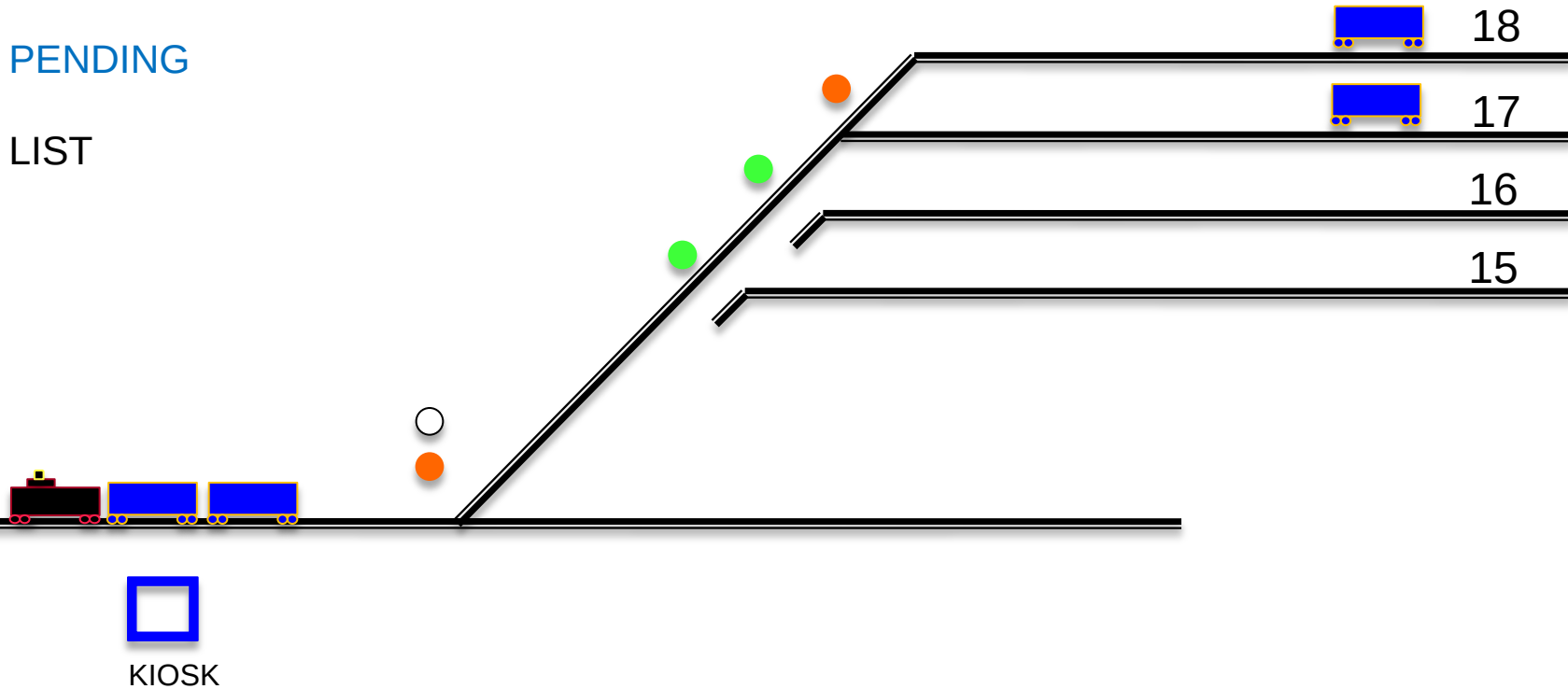
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DEMONSTRATION

17 CURRENT

15 PENDING

15 LIST

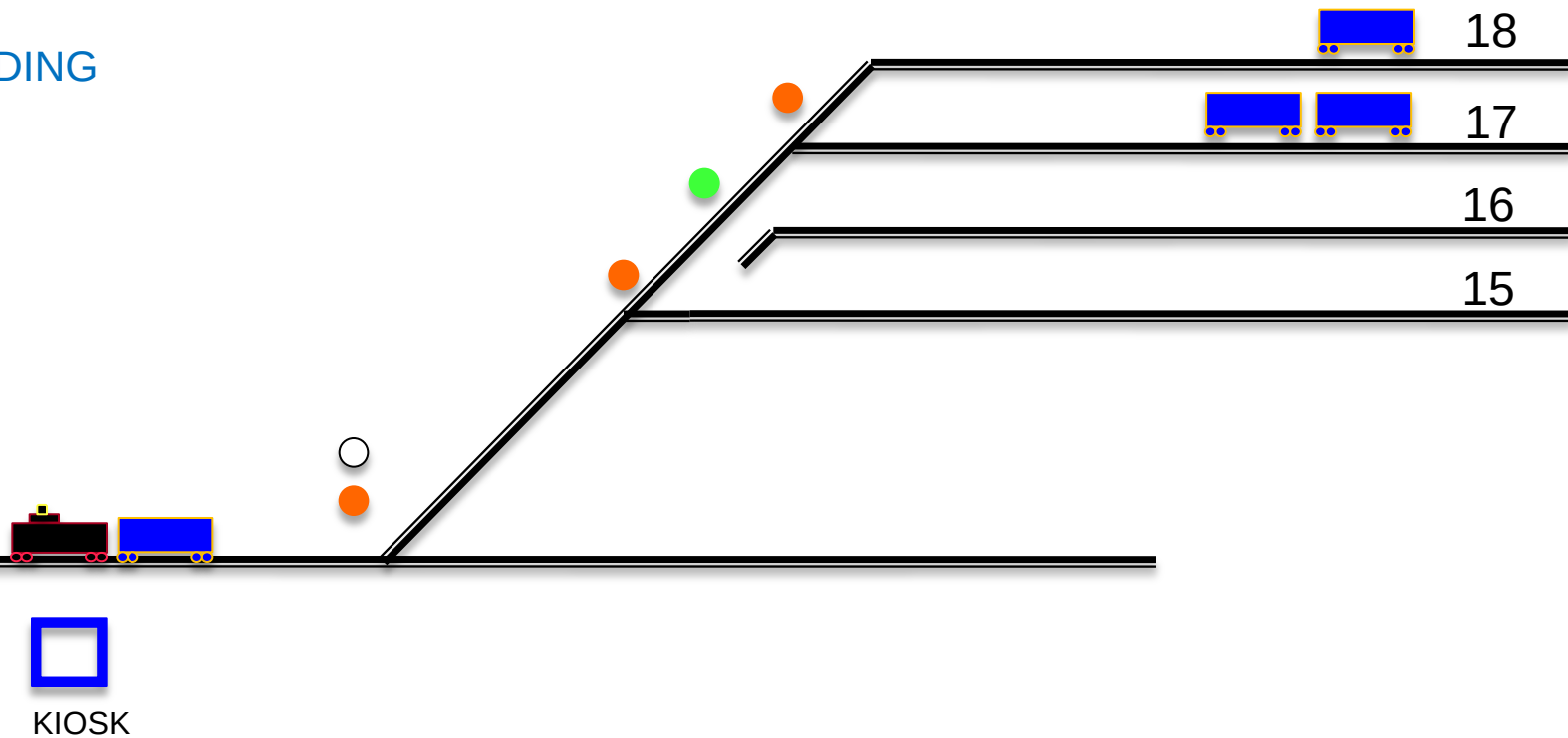


DEMONSTRATION

15 CURRENT

PENDING

15 LIST



Cameras views from kiosk



West End Support Yard View

2012-10-09 Tue 13:57:13

State St

NVR Client
CONCERT

NVR5.63

Group Connect
List Connect
PTZ Control
Preset Call

Speed

Relays Wipers

Zoom Focus Iris

Auto Pan

Color/Audio Adjust
DI/DO Control

Tue, Oct 09, 2012 PM01:57:28
CPU: 5% Window11 none

SETUP SEARCH RE-SETUP RE-SEARCH LOCAL LOG REMOTE LOG CHART LOCK

Removal of retarders and hump lead



Retarder removal



Hump Lead looking east



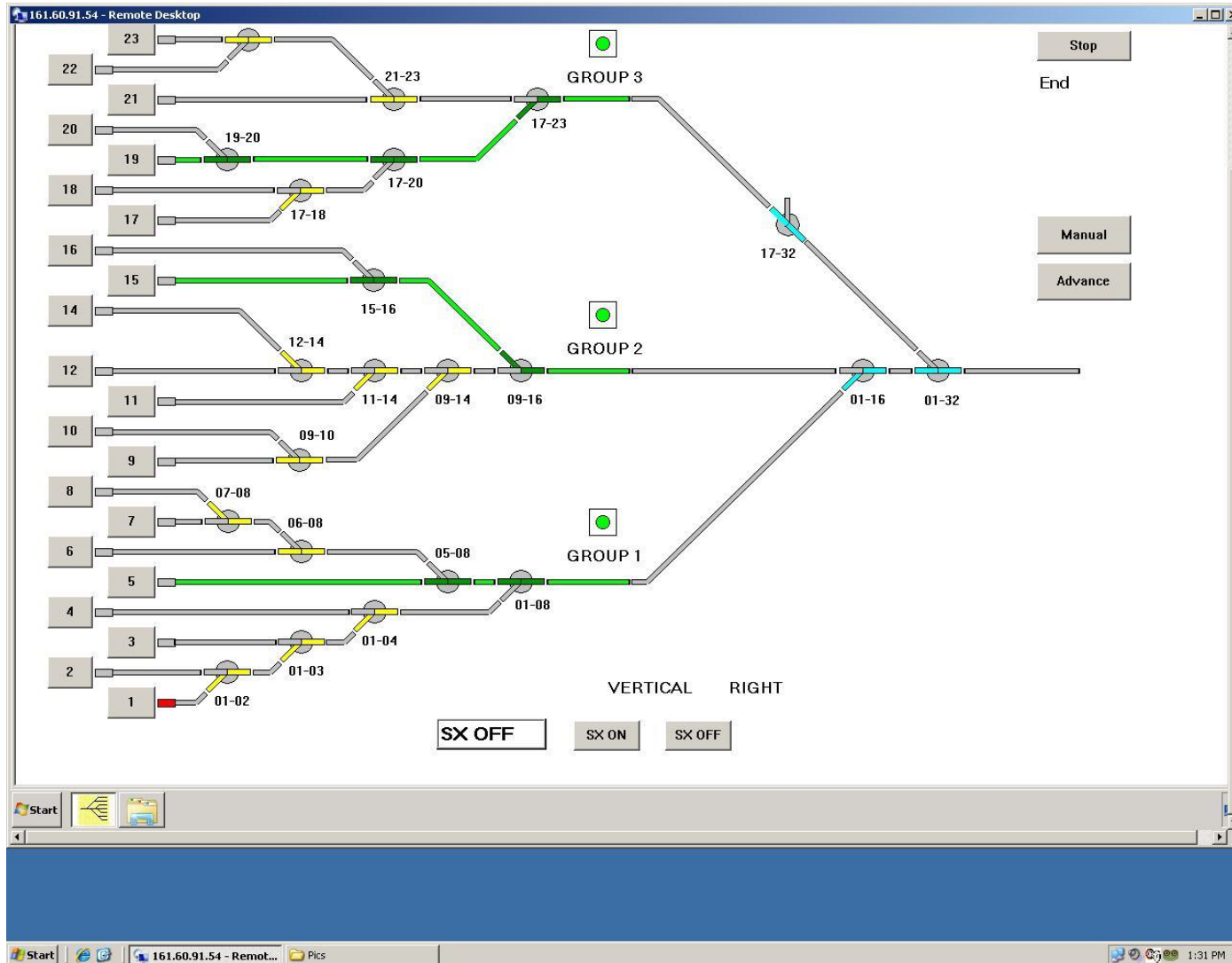
Reprofiled Class Yard Switching Lead



Reprofiled Class Yard Switching Lead



Kiosk Screen – Class Yard



Receiving Yard



Receiving Yard

