



# **VIRGINIA DIVISION**

**Eastern Region**

**Timetable Number**

# **1**

**In Effect**

**At 12:01 AM**

**Monday, August 4, 2008**

**Eastern Standard Time**

**For The Government of Employees Only**



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DO YOUR PART  
TO ACHIEVE  
DOUBLE ZEROS

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ZERO INJURIES

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ZERO INCIDENTS

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# VIRGINIA DIVISION TIMETABLE

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# VIRGINIA DIVISION TIMETABLE

## GENERAL INFORMATION

### A. STATION PAGE

Each station page will contain the following information:

1. Rules in Effect
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

### B. EXPLANATION OF CHARACTERS

#### Symbols:

- Ⓐ — Automatic Interlocking
- Ⓒ — Controlled Interlocking
- ⒸP — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- ⒹB — Drawbridge
- - - — Foreign R.R. — NS Trackage Rights
- Fr. — Freight Trains
- Jct. — Junction
- Ⓔ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- Ⓔ — Radio Channel
- Rhwy. — Rail-highway Trains
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- ⒶL — Yard Limit

#### Train Inspection Detectors:

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track.

Detectors on Single Track — Track will not be shown.

# VIRGINIA DIVISION TIMETABLE

## GENERAL INFORMATION (CONT.)

### C. DIESEL UNIT GROUPS

GROUP 1 = B-23-7, GP-38, GP-38-2, GP-38-AC, GP-40  
2 = B-30-7A, B-36-7, B-40-2, D8-32-B, GP-40X, GP-49, GP-50,  
GP-59, GP-60  
3 = C-30-7, SD-40, SD-40-2  
4 = C-36-7, SD-50  
5 = C-39-8, D8-40-C, D9-40-C, D9-40-CW, SD-60, SD-70  
6 = C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80, SD-80-MAC,  
SD-90-MAC

### D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher/Control Operator controls all Main Tracks, Controlled Points, and Interlockings.

### E. DIVISION SPECIAL INSTRUCTIONS

All Virginia Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

- VA-GR-13-1 — Refers to NS Operating Rule GR-13.
- VA-L-236-1 — Refers to NS-1 Rule L-236.
- VA-1110(b)-1 — Refers to NS Safety and General Conduct Rule 1110(b).

- NOTE:**
- General Rules and General Regulations (GR) can be found in both the NS Operating Rules and the Safety and General Conduct Rule Books.
  - NS Operating Rules are Numbered 999 and below.  
Safety and General Conduct Rules are numbered 1000 and up.
  - VA indicates the Special Instruction is specific to the Virginia Division.

# VIRGINIA DIVISION TIMETABLE

## STATION PAGES

Line Segments	Milepost	Page
<b>Norfolk Terminal</b>		
Lamberts Point to Canal Drive .....	LP 0.0 – N 8.4 .....	4–37
Sewells Point Branch .....	A 7.2 – V 4.5 .....	38–41
South Branch .....	V 5.2 – V 12.0 .....	42–43
Berkley/Albemarle District.....	NS 0.0 – NS 4.0 .....	44–46
<b>Franklin District</b> .....	FD 17.2 – FD 90.2 .....	47–50
<b>Norfolk District</b>		
including Petersburg Belt Line and		
Crewe Yard .....	N 8.4 – N 130.2.....	51–60
City Point Branch.....	CP 0.4 – CP 9.8 .....	61–63
<b>Blue Ridge District</b>		
Crewe Yard .....	N 130.2 – N 256.1 .....	64–75
Halsey Spur.....	N 214.5 – N 207.7 .....	76–77
<b>Richmond District</b> .....	F 86.5 – F 179.0.....	78–83
<b>Altavista District</b> .....	V 141.4 – V 243.1 .....	84–89
<b>Durham District</b> .....	L 0.0 – L 84.1 .....	90–95
Clover Spur .....	F 31.0 – F 47.4 .....	96–97
Mayo Creek Spur .....	M 0.0 – M 4.0 .....	98–99
Hyco Spur .....	HY 0.0 – HY 6.3 .....	100–104
<b>Roanoke Terminal</b>		
Vinton to West Roanoke.....	N 255.0 – N 262.2.....	105–116
North Roanoke to Starkey .....	H 236.9 – R 12.0 .....	117–119
Demuth to Salem Connection .....	V 240.0 – V 250.9 .....	120–121
<b>Christiansburg District</b> .....	N 261.9 – N 362.0.....	122–136
Catawba Branch.....	S 0.0 – S 2.8 .....	137–138
Blacksburg Branch .....	CA 0.5 – CA 4.7 .....	139–140
<b>Pulaski District</b> .....	NB 297.6 – 0.3 A .....	141–149
Radford Branch .....	RB 0.0 – RB 1.8 .....	150–151
<b>Whitethorne District</b> .....	V 245.2 – V 316.8 .....	152–158
Bradshaw Spur.....	BS 0.0 – BS 4.5 .....	159–160
Potts Valley Branch .....	PV 1.1 – PV 4.5 .....	161–162
<b>Hagerstown District</b> .....	HW 73.7 – H 107.9 .....	163–170
<b>Roanoke District</b> .....	H 105.7 – H 239.2.....	171–180
Cloverdale Branch.....	C 0.0 – C 8.4 .....	181–183
<b>Chesapeake Western</b>		
Elkton to Dayton.....	EB 0.0 – EB 22.6 .....	184–186
Harrisonburg to Pleasant Valley.....	HS 0.0 – HS 5.0 .....	187–188
Harrisonburg to Bowman .....	CW 111.7 – CW 84.0 .....	189–190
<b>Winston-Salem District</b> .....	R 12.0 – R 124.3 .....	191–200
Hill Top Branch .....	DW 47.2 – DW 44.3 .....	201–202
Nylon Spur .....	NY 0.0 – NY 1.0 .....	203–204
Belews Creek Spur .....	BC 0.0 – BC 4.1 .....	205–207

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			YARDMASTER LAMBERTS POINT ..... ②	
		LP 0.0	LAMBERTS POINT	1
		LP 1.0	NORFOLK	1
			BRIDGE 5 OPERATOR ..... ②	
		LP 1.9	COLLEY AVENUE ..... Ⓢ	1
		LP 3.6	BARRE AVENUE ..... Ⓢ	
		LP 4.8	LOVITT AVENUE ..... Ⓢ	
		LP 5.1/ N 1.23	BRIDGE 5 ..... Ⓢ Ⓢ	2
		N 2.5	NS JUNCTION ..... Ⓢ	
		V 3.3/ N 3.5	SOUTH NORFOLK ..... Y Ⓢ	
		N 5.3	PORTLOCK ..... Ⓢ	3
		N 6.4	BELT LINE ..... Ⓢ	4
		N 6.6	BRIDGE 7 ..... Ⓢ	
		N 7.5	GILMERTON ..... Ⓢ	
		N 8.4	CANAL DRIVE ..... Ⓢ	



# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### STATION PAGE INFORMATION

- NOTE 1:** Movements to Station Lead between MP LP 1.2 and MP LP 1.9 Colley Avenue are under the jurisdiction of the General Yardmaster or Yardmaster in the absence of the General Yardmaster at Lamberts Point. Operator at Bridge 5 will not authorize eastward movement from Colonial Avenue on this track without permission of the General Yardmaster at Lamberts Point.
- NOTE 2:** NS Junction “Emergency Release” Push Button. As an aid in clearing the signal system when necessary and when directed by Bridge 5 Control Station, a push button is located in an iron box attached to a post on the southeast side of the Diamond. **INSTRUCTIONS FOR OPERATION OF EMERGENCY RELEASE PUSH BUTTON:** “Emergency Release” push button must not be depressed unless instructed by the Control Station at Bridge 5. When so instructed, a member of the crew shall first check to see that all crossing frogs are clear of all cars and engines, and then depress the “Emergency Release” push button for approximately two (2) seconds, release it and check with the Control Station at Bridge 5 for further instructions.
- NOTE 3:** Movements into Portlock Yard, MP N 5.6 are under the jurisdiction of the Yardmaster at Portlock or designated employee.
- NOTE 4:** NPBL R.R. Account rusty rail conditions which prevent shunting of track at the NPBL Diamond Interlocking for southward or northward movements, MP N 6.4, **Rule 249** is in effect, and must be complied with by Control Station operators and all Norfolk and Portsmouth Belt Line train and engine movements across the Belt Line Diamond.  
Affected Norfolk and Portsmouth Belt Line movements who are authorized by the Control Operator to enter the (rusty rail) block, must report clear of the Belt Line/NS Diamond when the rear of their movement clears the opposing home signal.

## 1. RULES IN EFFECT

Between	Main 2 Track	Main 1 Track
	Rules	
Lamberts Point and Colley Avenue	93	93
Colley Avenue and Canal Drive	261	261

## 2. MAXIMUM SPEEDS

Between	Rhwy.	Frnt.
	MPH	
MP LP 0.0, Lamberts Point and MP LP 1.9, Colley Avenue All Tracks — Restricted Speed not exceeding	10	10
MP LP 1.9, Colley Avenue and MP N 3.5, South Norfolk, Main 2	25	25
Except:		
MP N 2.5, NS Junction, Through Crossovers	20	20
Portlock Yard Pull-In Tracks 1 Through 5 — Restricted Speed not exceeding	15	15
MP LP 1.9, Colley Avenue and MP N 3.5, South Norfolk, Main 1	20	20
Except:		
MP N 2.5, NS Junction, Through Crossovers	20	20
MP N 3.5, Third Track	10	10
Portlock Yard Pull-In Tracks 1 Through 5 — Restricted Speed not exceeding	15	15
MP N 3.5, South Norfolk and MP N 6.7, Bridge 7	40	40
MP N 5.3, West End Pull-In Track No. 5	10	10
MP N 6.7, Over Bridge 7	30	30
MP N 6.7, Bridge 7 and MP N 8.4, Canal Drive	60	50
Except:		
MP N 7.55, Gilmerton, Through Crossovers	30	30
MP N 8.4, Canal Drive, Through Crossovers	30	30

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**3. CHECKING LOCOMOTIVE SPEED INDICATOR**

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

**LOCATION OF TEST MILE SIGNS:**

MP LP 4.0 to MP LP 5.0 — Lamberts Point to Canal Drive

**4. DIESEL UNIT RATINGS**

No Restrictions.

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Lamberts Point and Canal Drive	291,000	420,000	315,000	394,500

**B. EQUIPMENT RESTRICTIONS**

1. Locomotives must not be operated over:  
 Bridge leading from Pier 6 north empty return track;  
 Bridge leading from Pier 6 south empty return track; or  
 Sufficient cover cars must be used when pulling or placing equipment.
2. Derricks must not be operated over:  
 Bridge leading from Pier 6 north empty return track;  
 Bridge leading from Pier 6 south empty return track.
3. The use or placement of any excess height boxcars is prohibited in any warehouse track that has awnings over the loading spots at Lamberts Point Dock.  
 Any car over the height of 15'5" (standard boxcar height) will not clear the awnings.

**6. SWITCHES AND DERAILS**

**A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS**

All switches between Colley Avenue, MP LP 1.9 and NS Junction, MP N 2.5.

- MP N 7.8 — International Matex Tank Terminal (IMTT)
- MP N 9.3 — Box USA

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 6. SWITCHES AND DERAILS (CONT.)

#### B. SPRING SWITCHES

Lamberts Point Diesel Shop:

1. Roundhouse No. 1 — Normal position of this switch is lined and locked for Track B-18.
2. Roundhouse No. 2 — Normal position of this switch is lined and locked for the Retarder Yard Runaround.
3. East End Diesel Track No. 4 switch — Normal position of this switch is lined and locked for movement on the lead.
4. East End Diesel Track No. 5 switch — Normal position of this switch is lined and locked for movement on the lead.

#### C. LAMBERTS POINT YARD

1. The targets on the Retarder Yard Pocket/Diesel Shop Switch on Lamberts Point Yard, MP LP 0.0, have been changed to indicate the following:
  - When switch is lined into the Diesel Shop, the switch target aspect will be Red.
  - When switch is lined for the Retarder Yard Pocket Track, the switch target aspect will be Green.
2. Normal position for No. 13 Pull-In Track switch, Lamberts Point will be lined and locked for movement to the Rusty Lead, and must be left in this position after use.
3. Normal position for Miscellaneous Shop Yard, west end ladder switch, Lamberts Point, is lined and locked for MS12 and must be left in this position after use.
4. Switches at both ends of Amtrak Track, Lamberts Point, are to be left lined and locked for Government No. 1 Lead.
5. Four (4) air operated derails are in service at Lamberts Point Roundhouse Facility, MP LP 1.0 and are located on the following tracks:
  - (a) Three (3) derails are located just west of the Turntable on Stall Tracks 1, 2, and 3, coming eastward out of the Roundhouse.
  - (b) One (1) derail is located on the Wash Track, just west of the Turntable.

**NOTE:** Operating controls for these derails are located on the east side of the Roundhouse building and are secured by a Mechanical Department employee.
6. The turnout connecting the B-Yard Lead and New Storage Yard Lead (formerly Westward Main Line Switch) at Lamberts Point Yard, is a Connecting Track and not a crossover and does not have to be in corresponding position as required by **Rule 104(g)**.
7. Hand-operated switches of crossovers between yard tracks may be left lined as last used, but in no case is any crossover to be left with one (1) switch lined for straight movement and the other switch lined for crossover movement.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**6. SWITCHES AND DERAILS (CONT.)**

**C. LAMBERTS POINT YARD (CONT.)**

8. The crossover on the east end of the Inbound Shop Tracks, Empty Yard, Lamberts Point, Nos. 3 and 4, has been spiked for straight line movement and is out of service.
9. The turnout Connections, the B-Yard Lead and New Storage Yard Lead (formerly Westward Main Line Switch) at Lamberts Point Yard, is not a crossover and does not have to be in corresponding position as required by **Rule 104(g)**.
10. The normal position for the switch at the west end of North Hump Lead, Lamberts Point, will be lined and locked for eastward movement Main 1 for North Hump Lead.

**D. PORTLOCK YARD**

1. Portlock Tracks A, B, C, and PT 45, the Shop Track, are designated as Engine Service and Car Repair Tracks and maximum speed is 5 MPH.
2. The following procedure applies for the use of the electric powered switches near the west end of Portlock Yard:

After receiving permission to remove lock and doing so, depress foot pedal lever latch far enough to raise the hand operating lever. When hand throw mechanism is activated and engaged, properly position switch points for desired route.

When movement is complete, place hand throw lever back in lever latch and push pedal forward; lock up.

The pedal acts as the power on and off lever, similar to Main Line dual control switch levers.

Pedal is embossed with the words "hand" and "power" with directional arrows.
3. The normal position for the switches at both ends of the Connecting Track between the North Hump Lead and the South Hump Lead near the west end of Portlock, MP N 4.2, is lined for straight track movement. These switches must be returned to normal position after use.
4. Solar charged electric hydraulic switches have been installed at the Ford Plant. These switches govern movement on Track No. 1, Track No. 3 and both crossover switches off the westward.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 6. SWITCHES AND DERAILS (CONT.)

#### D. PORTLOCK YARD (CONT.)

**Solar Switches Operate as Follows:**

Open the protective lid on the control box which is located on the top portion of switch mechanism cover. This control box is located on the right hand side, facing point direction. The toggle switch needs to be moved to the desired alignment position. Positions indicated inside the control box are normal and reversed. When requesting switch alignment direction, do not hold toggle switch, move to the desired position and release. The crossover switches are so wired that requesting of desired route at either end will align other end of the crossover in correspondence. At either end requested, check the point at that location and the opposite end should be aligned for movement using crossover. When movement has been completed, close the lid and secure with lock if provided.

**NOTE 1:** Solar switches are not equipped with targets. When aligning switch for movement, check points at location of switch operation. **Always check all switch points.**

**NOTE 2:** Close clearance conditions exist around solar switches and around the Solar Tower located approximately 50 feet from No. 4 switch toward the Ford Plant. These close clearance conditions will not clear a man riding the side of a car. Use extreme caution when working around these switches to avoid personal injury and damage to equipment.

### 7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Bridge 5	Portlock	NW-1	Continuous
Bridge 5	Portlock	NW-2	Continuous
Yardmaster	Lamberts Point	NW-2	Continuous

**Radio Transmissions**, due to the powerful Portlock Channel 1 Base Station, radio transmissions interfere with Track Side Analyzers (TSA's) at Yadkin Road, MP N 10.5 and Suffolk, MP N 20.0.

**During any TSA broadcast, you must not transmit via radio on Channel 1 except in the case of an emergency.**

All applicable radio rules remain in full effect.

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

- Flat switching of cars is permissible at all locations within Norfolk Terminal except for the Barney Yard.
- Dropping cars or dropping by is prohibited at all locations with the exception of gravity switching at the Barney Yard. See 9.1.5. for instructions.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### **B. OPERATION OF ON-TRACK EQUIPMENT — NORFOLK TERMINAL**

When governed by rules requiring track time for Track Authorities, in addition to the requirements of **Rule 828**, before proceeding over drawbridges, operator of On-Track equipment must first obtain permission from the Control Station Operator or drawbridge tender.

The following instructions will govern the method of securing permission for the operation of On-Track equipment, as well as securing permission for track time for men performing maintenance that could interfere with the safe passage of trains and engines, on any auxiliary track at Portlock or Lamberts Point, except for assigned Maintenance of Way Track (i.e., Oil House, Retarder Yard Tracks 1 and 2), or on Main Tracks where a Track Authority is used:

When necessary to leave On-Track equipment in a track overnight or a track out of service overnight account maintenance work and permission to do so is granted, authority must be reconfirmed/updated with the General Yardmaster or Yardmaster before occupying equipment or track the following day and be appropriately recorded on the forms. Before leaving track out of service overnight or leaving equipment on an out of service track, employee in charge of work must confirm status of track before leaving the work site with the respective Yardmaster in charge.

#### **PORTLOCK:**

##### **SOUTH BRANCH: ALBEMARLE DISTRICT TO MP NS 2.3 TO MP NS 4.0**

Operator or employee in direct charge of On-Track equipment, or men performing maintenance that would interfere with the safe passage of trains and engines, must contact General Yardmaster or Yardmaster on-duty before occupying or fouling tracks. Before granting authority, General Yardmaster or Yardmaster on-duty will arrange for protection for movement of equipment, or men performing maintenance, and advise the requesting employee that this has been done. If such information is not given, the requesting employee must ask for and receive it before occupying or fouling track. This information must be recorded on prescribed form by the employee and repeated from written copy to General Yardmaster or Yardmaster on-duty to ensure that instructions are fully understood.

General Yardmaster or Yardmaster in charge will record pertinent information on the prescribed form **before** authority is granted.

When necessary to leave On-Track equipment in a track overnight or a track out of service overnight account maintenance work and permission to do so is granted, authority must be reconfirmed/updated with the General Yardmaster or Yardmaster before occupying equipment or track the following day and be appropriately recorded on the forms. Before leaving track out of service overnight or leaving equipment on an out of service track, employee in charge of work must confirm status of track before leaving the work site with the respective Yardmaster in charge.

# **NORFOLK TERMINAL**

## **Lamberts Point to Canal Drive**

### **9. DISTRICT INSTRUCTIONS (CONT.)**

#### **B. OPERATION OF ON-TRACK EQUIPMENT — NORFOLK TERMINAL (CONT.)**

##### **LAMBERTS POINT YARDS**

Respective General Yardmaster or respective Yardmaster will record pertinent information on the prescribed form before authority is granted. These instructions must be observed by On-Track equipment or employee performing maintenance on Main Tracks east (railroad direction) of Colley Avenue where traffic control ends and Lamberts Point Yard proper begins (as well as all other yard tracks).

Operator or employee in direct charge of On-Track equipment, or men performing maintenance that would interfere with the safe passage of trains and engines, must contact respective General Yardmaster or respective Yardmaster before occupying or fouling tracks. Before granting authority, General Yardmaster or Yardmaster will arrange for protection for movement of equipment, or men performing maintenance, and advise the requesting employee that this has been done. If such information is not given, the requesting employee must ask for and receive it before occupying or fouling track. This information must be recorded on prescribed form by the employee and repeated from written copy to General Yardmaster or Yardmaster to ensure that instructions are fully understood.

When Maintenance of Way equipment is operated in Lamberts Point Empty Yard, in addition to arranging protection as per Timetable in Empty Yard Track(s) fouled, Maintenance of Way employee will arrange to spike or clamp all east end power switches away from the track(s) fouled by the Maintenance of Way equipment.

If the equipment is parked in the Empty Yard overnight, the same will apply for all track(s) fouled. If equipment is to be parked overnight in track(s) other than Empty Yard, all switches are to be spiked and locked away from track(s) fouled by the Maintenance of Way equipment.

When Yard Cleaner is operated in Lambert's Point Empty Yard, in addition to arranging protection as per Timetable in Empty Yard Track(s) fouled, Maintenance of Way supervisor will arrange to wedge all east end power switches away from the track(s) fouled by the yard cleaner.

If the yard cleaner is parked in the Empty Yard overnight, the same will apply for all track(s) fouled. If yard cleaner is to be parked overnight in track(s) other than Empty Yard, all switches are to be spiked and locked away from track(s) fouled by yard cleaner.

It will be the responsibility of the employee in charge of the yard cleaner to ascertain not only that the track is "flagged" with the CRO on-duty but to also ensure the entrance switches at the east end of the Empty Yard, for all tracks to be fouled by the cleaner, are (wood) wedged away from such tracks before fouling/entering same.

Yard Cleaner(s) must not be operated/moved across any retarders, as the brake hangers/stabilizers will not clear the retarders mechanism.

When working in yards or other than Empty Yard, it is the employee in charge's responsibility to ensure all switches are spiked away from tracks to be fouled by yard cleaner.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. OPERATION OF ON-TRACK EQUIPMENT —  
NORFOLK TERMINAL (CONT.)**

**LAMBERTS POINT YARDS (CONT.)**

These instructions must be observed by On-Track equipment or men performing maintenance on Main Tracks east (railroad direction) of Colley Avenue where traffic control ends and Lamberts Point Yard proper begins (as well as all other yard tracks).

Respective General Yardmaster or respective Yardmaster will record pertinent information on the prescribed form **before** authority is granted.

When necessary to leave On-Track equipment in a track overnight or a track out of service overnight account maintenance work and permission to do so is granted, authority must be reconfirmed/updated with respective General Yardmaster or respective Yardmaster before occupying equipment or track the following day and be appropriately recorded on the forms. Before leaving track out of service overnight or leaving equipment on an out of service track, employee in charge of work must confirm status of track before leaving the work site with the respective Yardmaster in charge.

**NEW BERKLEY LINE: MP NS 0.0 TO MP NS 2.3**

Operator or employee in direct charge of On-Track equipment, or men performing maintenance that would interfere with the safe passage of trains and engines, must contact Bridge 5 Control Station before occupying or fouling tracks. Before granting authority, Bridge 5 Control Station will arrange for protection for movement of equipment or men performing maintenance and advise the requesting employee that this has been done. If such information is not given, the requesting employee must ask for and receive it before occupying or fouling track. This information must be recorded on prescribed form by the employee and repeated from written copy to Bridge 5 Control Station to ensure that instructions are fully understood.

Bridge 5 Control Station Operator will record pertinent information on the prescribed form **before** authority is granted.



## NORFOLK TERMINAL Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. OPERATION OF ON-TRACK EQUIPMENT — NORFOLK TERMINAL (CONT.)

##### COAL PIERS

The following will govern for protection of On-Track equipment or men performing track maintenance, other than those involved in routine inspection or minor correction work, east of the Barney Yard.

On-Track equipment, including hy-rails and motor cars, must not occupy the leads to Pier 6 Barney Pits without permission of the Yardmaster, or Piermaster when Yardmaster is not on-duty at the coal pier. Mechanical Supervisor may provide protection in the absence of the Piermaster or Yardmaster.

Employees, who are to perform maintenance work (other than that requiring Blue Signal Protection) in the area between the east end Pier 6 and Pier 6 Barney Yard and the Dumper inclines, must obtain permission from the Coal Pier Yardmaster, or the Piermaster when Yardmaster is not on-duty, before fouling east end of Barney Yard/Barney Pit leads.

When permission is received and before commencement of work, employee in charge of work must ensure that switch providing access to the work area is aligned for movement away from where work will be performed and locked with a departmental lock. In addition, a "Red flag" (Metal Paddle) must be displayed (between the rails) just inside clearance point of entrance switch. These Red metal paddles, stenciled "Stop, Men Working," are available at Pier 6.

Blue Signals will be used only for protection of Mechanical Department forces when engaged in work prescribed by **Safety Rule 1300**.

A record of track maintenance occupancy or Blue signal use in this area will be maintained at the Coal Pier Yardmaster's desk in the Yardmaster's Office. When "Red flag" or "Blue flag" protection is removed, the Yardmaster, or when appropriate the Piermaster or Mechanical Supervisor, must be promptly notified. The Piermaster will, when involved, also maintain a record of pertinent information.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. OPERATION OF ON-TRACK EQUIPMENT — NORFOLK TERMINAL (CONT.)

##### MAIN TRACK CONTROL POINTS

When issuing working limits on a Track Authority form, the authority can only be issued between control points. Existing control points, which are listed below, will be utilized by those requesting working limits or operators granting such permission. **Rules 420, 421, 442, 443, 444, 445, 808, and 809** remain in effect.

##### Between Lamberts Point and Canal Drive:

MP LP 1.9 — Colley Avenue  
MP LP 3.2 — Barre Avenue  
MP LP 5.0 — Lovitt Avenue  
MP N 1.2 — Bridge No. 5  
MP N 2.5 — NS Junction  
MP N 3.5 — South Norfolk  
MP N 5.3 — West End Portlock Yard  
MP N 6.4 — Belt Line  
MP N 6.6 — Bridge No. 7  
MP N 7.5 — Gilmerton  
MP N 8.4 — Canal Drive

##### Between Portlock Yard and Coleman Place, Sewells Point Branch:

MP V 5.1 — South Norfolk  
MP V 4.9 — Hoover Street  
MP V 4.5 — Carolina Junction  
MP V 2.3 — Tidewater Junction  
MP A 1.4 — Coleman Place

**NOTE:** Eastern Branch Drawbridge will use Home Signals on the east and west end of bridge.

For purposes of providing protection for On-Track equipment east of Coleman Place through the use of a Track Authority, Track/Time limits will be divided into three (3) track sections as follows:

1. Between Coleman Place, MP A 1.4 and Thole St., MP A 4.3 (either Main 1 or Main 2).
2. Between Thole St., MP A 4.3, and West Leg of Wye at QM Junction, MP A 5.8.
3. Between West Leg of Wye, QM Junction, MP A 5.8, and West Junction, MP A 7.2.
4. No more than two (2) movements may occupy the same working limits within **Rule 261** territory or Sewells Point Main Line where a Track Authority is utilized for protection of On-Track equipment and/or employees working on or near the Main Track.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### C. RESTRICTED HIGHWAY AND STREET CROSSINGS — NORFOLK TERMINAL

1. **Rusty Rail** conditions exist on the Gilmerton Track on the approach to Berkley Avenue extended road crossing, MP N 2.1.

Train movements must not occupy the crossing until protection has been provided either by an employee flagging or by the automatic crossing warning devices functioning properly to provide protection.

2. It is unlawful in **Chesapeake corporate limits** for any railroad company whose lines enter the City, when switching, to cause railway cars of any kind to be propelled or pushed across any of the streets of the City or public highways used as streets, detached from engine.

Penalties are provided for violations of the above regulations. Therefore, train and engine crews operating within the corporate limits of Chesapeake will be governed accordingly.

3. Crossing circuits which activate the crossing protection signals at **Portlock Road Crossing** for westward movements, from the Pull-In Tracks are located 150 feet east of Portlock Road Crossing, MP N 5.2.

In order to provide motorist and pedestrian traffic proper protection at this crossing, train crews and operators of On-Track equipment must visually see that the crossing gates are in the down position or crossing is properly flagged before entering crossing. In addition, train crews must obtain a proper signal indication to depart before blocking this crossing.

4. The **Military Highway Road Crossing** (Route 13) at the Atlantic Energy, Inc., Spur, Chesapeake, VA, MP N 7.9, is not to be traversed, except in daylight hours. Additionally, the Chesapeake Police Department must be present to protect the crossing before it is traversed. No Exceptions.

5. Trains and engines must **approach the street crossings shown below prepared to stop** and must not enter crossing unless it is known that automatic warning device has been operating a sufficient length of time to warn highway traffic, or the crossing is protected by a crew member on the ground.

**South Branch:**

- MP V 8.6 — St. Julians Creek Road
- MP V 8.9 — George Washington Highway
- MP V 9.29 — Deep Creek Boulevard
- MP V 9.63 — Gust Lane

6. Train and engine movements over the street crossings listed below must be protected by a crew member on the ground:

**New Berkley Line:**

- MP NS 1.2 — Halifax Street
- MP NS 0.8 — South Main Street
- MP NS 0.5 — Berkley Avenue
- MP NS 0.3 — Ligon Street

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. RESTRICTED HIGHWAY AND STREET CROSSINGS — NORFOLK TERMINAL (CONT.)**

The following instructions will govern movements over Hampton Boulevard (NIT) crossing and over private crossings within the Norfolk International Terminals complex:

Traffic lights at Hampton Boulevard (NIT) are actuated by a locomotive stopping immediately past insulated rail joints located approximately 50 feet from the east and west side of the crossing. These joints are painted florescent orange and marked by a (8" x 8") sign with a black reflector with letter "S" on a white background. These signs are on top of a six (6) foot wooden post located to the right of track adjacent to each set of insulated joints on each side of the crossing.

Once the circuit is actuated, train crew must wait at least 15 seconds for traffic lights to cycle to the stopped (Red) position. There are two-position railway lights affixed to the traffic light mast on both sides of the crossing which will remain Red until the traffic lights cycle to the stop position. Once the top Red railway light goes out and the bottom railway light turns Green, this will indicate that all traffic lights permitting vehicular traffic to cross Hampton Boulevard are in the stopped position. Once traffic light protection is actuated to stop the movement of vehicles over the crossing, crew members must assure that the automatic gate is open to NIT before locomotive or cars foul Hampton Boulevard.

Private crossings within Norfolk International Terminals (NIT) complex should be protected by flagman as necessary.

**D. DRAWBRIDGES — NORFOLK TERMINAL**

**Interlocked:**

Bridge 5 (Note 1)	MP LP 5.2	Elizabeth River
Bridge 7 (Note 1)	MP N 6.6	Elizabeth River
Eastern Branch Bridge (Notes 1 & 2)	MP V 2.5	Elizabeth River
South Branch Bridge (Note 1)	MP V 6.8	Elizabeth River

**NOTE 1:** At drawbridges there is a section of track which is dead in connection with the automatic signal system, and if equipment is left standing on these dead sections, it will not affect the automatic signals. The length of these dead sections is as follows:

**Bridge No. 5:**

Main 1:	West End	—	33'5"
	East End	—	33'8"
Main 2:	West End	—	33'6"
	East End	—	33'2"

**Bridge No. 7:**

Main 1:	West End	—	33'3"
	East End	—	33'7.5"
Main 2:	West End	—	33'3"
	East End	—	33'5"

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### D. DRAWBRIDGES — NORFOLK TERMINAL (CONT.)

When necessary to leave detached equipment standing on Bridge 5 or 7, it should be left on either side of the dead section, or protected by flagman and the bridge operator should be notified immediately.

**South Branch Bridge:**

Main 1: — 90'0"

**Eastern Branch Bridge:**

Main 1: — 90'0"

Detached equipment must not be left standing on the dead sections of South Branch Bridge or Eastern Branch Bridge unless directed by proper authority; when this is done, move must be protected by flagman and bridge operator should be notified immediately. **NOTE: Rule 97.**

**NOTE 2:** If the governing home signal at the Eastern Branch drawbridge, MP V 2.5, Sewells Pt. Branch indicates Stop, crew members of concerned Trains will be governed by the following:

Eastward and westward movements must contact the Control Station at Bridge 5 for permission to pass the home signal at the bridge.

Before proceeding, train crew must be told by the Bridge 5 Operator that he/she has visual confirmation from authorized personnel that the running rail on the Eastern Branch Bridge is down and lined for rail movement. Train or engines may then proceed at Restricted Speed.

Fixed signs are located at MP LP 4.0 and MP N 2.5 indicating one (1) mile to Bridge 5. Signs also exist at MP N 5.6 and MP N 7.9 indicating one (1) mile to Bridge 7.

The drawbridge signals, located at MP N 2.5, NS Junction for eastward movements on tracks Main No. 1 and Main No. 2 for Bridge No. 5, are activated by the approach of trains on this circuit.

The drawbridge signals located at MP N 5.3, Franklin Street, for westward movements on tracks Main No. 1 and Main No. 2 and MP N 8.4, Canal Drive, for eastward movements for Bridge No. 7, are activated by the approach of trains on these circuits.

These signals are a flashing light signal also equipped with a whistle and bell warning which is to indicate the approach of the respective drawbridge. The signals flash if the bridge is up and not lined. The signals burn steady if the bridge is down and the route is lined.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**E. JOINT TRACKAGE — NORFOLK TERMINAL**

1. Foreign line railroads when operating on Main Line trackage and at Portlock Yard area will use appropriate NS radio channels at Norfolk Terminal.
2. Trains, engines, and On-Track equipment must not enter or be placed on the Main Track between Coleman Place, MP SN 2.5, and Camden Heights, MP SN 5.2, without first receiving permission from the Control Station at Bridge 5. An absolute block must be maintained.
3. Movements clearing this track section must report clear to the Control Station at Bridge 5; and must again receive permission before reentering the Main Track.
4. Movements clearing on Rush Street Siding must not leave the siding or enter the Main Track without first receiving permission from the Control Station at Bridge 5.
5. Trains and engines of the Norfolk Terminal will use tracks of other division and foreign lines in accordance with their Timetables, Rules and Regulations, as shown below:

**NPBL Railroad, Back Gate NIT and West Junction, MP A 7.2**

6. Trains and engines of foreign lines will use Norfolk Terminal tracks as shown below:

**Bay Coast Railroad**

Between MP SN 6.6 and Coleman Place, MP SN 2.5, North Beach Route.  
Between Coleman Place, MP A 1.4 and Portlock, MP V 5.1, Sewells Point Branch.

**C/A Railroad**

Between MP NS 4.0 and MP NS 2.3, Carolina Junction

**Albemarle District**

Between Carolina Junction, MP V 4.5 and Portlock, MP V 5.1, Sewells Point Branch.

**NPBL Railroad**

Between MP NS 0.0, Norshipcoligon St. and MP NS 2.3, Carolina Junction, Berkley Dist.  
Between MP N 2.5, NS Junction and Portlock, MP N 5.3, Norfolk Terminal.  
Between Portlock, MP V 5.1 and MP A 7.2, West Junction, Sewells Point Branch.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**F. GENERAL INSTRUCTIONS — NORFOLK TERMINAL**

1. **Crane Pilots** — Conductors assigned or filling vacancies as Crane Pilots are in charge of the crane's On-Track movement. Crane Pilots must arrange for On-Track protection of the crane in advance. Crane Pilots will obtain the required track occupancy permits either using a Track Authority or the prescribed Form 11724, Norfolk Terminal (Record of Operation of On-Track Equipment and Record of Employee Requesting Track Time), as appropriate. The Crane Pilot will be issued the necessary track occupancy permit addressed as "Crane Pilot" (name) \_\_\_\_\_ and not as Roadway Worker in Charge (RWIC).

The Crane Pilot will not be designated as the Roadway Worker in Charge (RWIC).

2. **Close clearance** conditions exist in the following areas at Lamberts Point:
- (a) Main Yard Tracks 42, 44, 46, 48, 50, 52, 56 at 58 east end, 82, 84, and 86
  - (b) Storage Yard
  - (c) A Yard
  - (d) B Yard
  - (e) Retarder Yard
  - (f) Main Yard
  - (g) OD Yard
  - (h) Miscellaneous Shop Tracks 4 and 8
  - (i) Barney Yard Track 32
  - (j) Government Lead and Amtrak Track

3. **Industry Equipment** — Employees must maintain lookout for private locomotives and track mobiles being used by industry personnel on their track(s).

**NOTE: Rule 26(i)** regarding industrial Blue signals.

Some industries have chosen to use Red stop paddles, Red lights and other warning signals in addition to, or instead of, Blue signals. All employees must maintain lookout for such warning signals and must stop short of them until removed by industrial personnel prior to placement or pulling cars from track.

Employees must also maintain lookout for stationary car moving devices (winches, capstan winches, "rabbits," etc.) used by industries. Such devices must be detached from equipment before it is moved.

4. **Hours of Service Notification** — All crews must notify the proper authority (Yardmaster or Operator) whenever they have less than two (2) hours before expiration of the Hours of Service.
5. **Running Switches** are prohibited on Norfolk Terminal.
6. **Office Car Coupling** — Prior to coupling to an Office Car or making a coupling with an Office Car, a stop must be made to ensure that no rough coupling is made.
7. **Spotting No. 1** — A stop must be made prior to spotting a car on No. 1 Spot, East End Office Car Track, to avoid striking bumping post.
8. **Mounting or dismounting** the tops of moving loaded coal hoppers on Norfolk Terminal is prohibited. Movement must be stopped before mounting or dismounting the tops of loaded coal hoppers.

## NORFOLK TERMINAL Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### F. GENERAL INSTRUCTIONS — NORFOLK TERMINAL (CONT.)

9. **Safety and General Conduct Rule 1071** is modified for Norfolk Terminal Employees by the following exception:

Where required in the performance of their duties and engaged in dropping cars by gravity, Barney Yard and Dumper Personnel may mount and dismount open top coal cars moving at a speed not to exceed 2 MPH.

10. **Uneven Ground** — Due to uneven ground conditions, bad footing conditions exist between the west end of M4 and the New North Hump Lead Track at Lamberts Point Yard, employees must use extreme caution while mounting, dismounting or walking in this area.
11. **MU04 Spot Location** — The spot location for MU04 Lamberts Point Yard has been moved east approximately eight (8) car lengths. The rails have been painted fluorescent orange to identify where the cars should be spotted. The ground air hose has been extended from its original location to reach this location. The location of the shove light for MU04 remains unchanged. Crews will be able to continue using the shove light provided it is burning on both sides and their view of it is not obstructed. An additional shove light is located on the pole on south side of the track at this same location.
12. **Main 1, Sewells Point Line** — The single track, Sewells Point Line is designated as Main 1. The limits of the plant at Tidewater Junction, MP A 0.0, Norfolk Terminal, are from home signal to home signal. Accordingly, when working limits are issued for Tidewater Junction, on any track, unless additional protection is provided by **Rules 442, 443, 444, and 445**.  
These instructions apply in all similar situations.
13. **The front and back gates at NIT** have been locked for security reasons. When a train or engine is ready to enter or depart either gate, it will be the responsibility of the train or engine crew to notify Portlock Tower in advance of arriving or departing, so the Port Police can unlock the gate for their train movement. The Port Police will be responsible for closing the gate after the train movement clears.
14. **When securing coal hoppers** at Lamberts Point, whenever practical, employees are required to tighten hand brakes prior to releasing the air. Any slack created after releasing the air should not be removed.  
The design of the brake mechanism is such that when the hand brake is tightened with the assistance of any emergency air brake application, excessive torque is required to remove the hand brake.
15. **Riding of Equipment** — Train and engine employees are prohibited from riding on top of rail equipment while passing the West End Tower, Lamberts Point Yard, on Tracks 11 Pull-In through 40 Ladder account low hanging wires.
16. **Blocker Cars** — Except when authorized by West End Tower Supervisor, three (3) blockers are to be maintained in each Empty Yard Track. This does not apply to the Old Pier 5 Group, unless it is returned to service, or the make-up tracks.



# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### G. LAMBERTS POINT TO CANAL DRIVE

1. **Account close overhead clearance** — Employees must not ride on top of cars while moving under overpass at Wilson Road, NS Junction.
2. **Overhead and side close clearance** exists at the VEPCO Gilmerton Shaker Track, MP N 7.1, at the unloading building and east along the heaters. Close clearance signs are posted.
3. **Cars spotted at Swan Oil Co.** are to be secured with a hand brake applied to each car. Placement and pulls are to be handled with air brakes in service.

#### H. LAMBERTS POINT

1. **For the safety of employees** and protection of equipment, the following will govern in the loading of vessels and movement of shiploaders: when vessels are being docked, shiploader barrel must not be moved into position until the vessel has come to a complete stop. Before commencing loading, barrel assembly must be kept raised high enough to clear hold, hatches, hatch coaming, and other on-deck obstructions until vessel is sufficiently secured by ship's lines. When vessels are to be hauled, deck foremen and shiploader operator will communicate via radio to establish a thorough understanding of the vessel movement. When conditions dictate, P-6 loader operators must be ready to travel the shiploader if such action becomes necessary.

However, at no time will shiploader travel be depended on to prevent vessel from striking shiploader. If movement is such that no on-deck structure can strike loader, barrel assembly must be raised high enough to clear holds and obstructions. If movement is such that loader may be struck, barrel assembly will be removed from vessel and apron raised as necessary. Shiploader barrel must not be left in the foul of holds, hatches, hatch covers, etc., when a vessel is not being loaded. Also, shiploader must not be left unattended by shiploader operator while equipment is trolleyed out in a loading position.

If a condition arises that could prevent the removal of loading equipment from a vessel, on-duty transportation and mechanical department supervisors must be promptly notified. In addition, care must be exercised to prevent the shiploader rear tower supports and stairways from being struck by gangway or crane stations and exactly what is to be done regarding travel, trolleying, etc. The deck foreman and loader operator are jointly responsible to prevent damage. In the event there is doubt as to proper clearance, assistance may be required.

If the deck foreman is unable to be in position to safely guide the shiploader during these movements, he must call for assistance from the Piermaster, pier-qualified Yardmaster, or mechanical department supervisor.

Movement of shiploader, other than during loading operation (whereby loaders are being moved "on" and "off" a vessel or changing holds), will be under the direct control of the shiploader operator or mechanical department supervisor.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**H. LAMBERTS POINT (CONT.)**

Before commencing running coal in any vessel hold, the deck foreman and loader operator must ensure by visual inspection that loader is in correct hold. This understanding must be established via radio communication with the loader operator, the deck foreman, and the cargo coordinator. This is to be done at the start of each hold and each time loader is moved to a different hold.

If the deck foreman cannot be in position to ensure loader is in correct hold, the Piermaster, or pier-qualified Yardmaster are the only employees allowed to confirm with the loader operator (by visual inspection), and the cargo coordinator that loader is in correct hold.

Before dumping coal into any fresh (empty) hold, on any vessel, or on any barge, it must be ascertained by visual inspection that the hold or barge is in all respects clean and ready to load. If any conditions are noted that would prevent safe loading of a hold or barge, the Piermaster or Supervisor must be notified.

When barges are docked in load berth and the Deck Foreman is going to board barge, the proper safety platform must be placed on fender system at barge boarding point, before barge is boarded.

2. **Close Clearance Conditions** exist at the following locations. Employees are prohibited from riding the side of equipment at these locations:
  - (a) 38th Street Storehouse Track — must not ride south side of equipment while adjacent to platform located approximately 370 feet east of Division Managers Office Building.
  - (b) Between Main Yard Tracks 56 and 58 at the east end of Lamberts Point Yard.
3. **Wreck Car Track** — Employees must not ride side of equipment while adjacent to Chemical Treatment Shed. Close Clearance signs are placed.
4. **Crews placing cars** on the east end of the office track at 38th Street Car Shop must spot the east end of the car at the painted mark designated "SPOT CAR HERE" to prevent a close clearance at the west switch to Inbound Shop Track No. 4.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

5. **Blue Signal Protection** — The following procedure will be followed when requested to provide Blue Signal Protection for Carmen at 38th Street Car Shop:
- (a) Log the Carmen's name requesting protection with the date, time, and the track(s) requested.
  - (b) Line the switches away from the movement into track(s) requested and apply appropriate blocking protection in the computer.
  - (c) After the switches have been lined against movement into the track(s) requested, the CRO will verbally acknowledge to the Carmen that protection has been provided.
  - (d) The Carmen will then flip the toggle from normal to set up for Blue Signal Protection. After approximately 35 seconds, the Carmen's indicator light will go Blue.
  - (e) At that time, the Carmen will verbally tell the CRO that the Blue indicator light is illuminated for each track given.
  - (f) The Carmen will then physically line the split point derails on the west end to non-derailing position. (This process ensures Carmen have Blue flag protection).
  - (g) The Yellow request lights on the CRO's board are only request lights and do not ascertain that Blue flag protection has been established.

6. **Routing to Inbound Shop Tracks**, the following procedure will govern any car that enters or is routed to the Inbound Shop Tracks in Lamberts Point Empty Yard which do not have bad order tag attached to car.

The employee responsible for routing a car to the shops, when the car has not been bad ordered by the Mechanical Department, will notify the on-duty foreman at 38th Street Car Shop by phone. The foreman is to be advised of the car initial and number, the track entered, and the reason why the car has been placed on the Shop Track. (Train crews who may not have immediate access to a phone should advise the West End Tower, who will advise the on-duty foreman.)

Applicable phone numbers are:  
7:00 AM – 11:00 PM Daily — 5581  
11:00 PM – 7:00 AM Daily — 5576

7. **Roundhouse No. 1 and Roundhouse No. 2 Tracks** leading to Lamberts Point Diesel Shop facility at Norfolk Terminal will be protected by Blue signals.

Blue signals are located on the west end of Roundhouse No. 1 and No. 2 Tracks and will govern eastward movements into Roundhouse Tracks 1, 2, and 3. The Blue signal protecting Roundhouse No. 1 is positioned to the right of the track, 244 feet east (Railroad direction) from Roundhouse No. 1 Track switch. The Blue signal protecting Roundhouse No. 2 is positioned to the right of the track, 95 feet east (Railroad direction) from Roundhouse No. 2 Track switch.

## NORFOLK TERMINAL Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

These Blue signals are approximately three (3) feet in height and are equipped with a Blue light on top and an Amber light on the bottom. The switches to Roundhouse No. 1 and No. 2 are spring switches. The normal position for Roundhouse No. 1 spring switch is lined and locked for Track B-18 and will be indicated by a Blue light. An Amber light will indicate the switch is lined for eastward movement into No. 1 Outbound Shop Track. The normal position for Roundhouse No. 2 spring switch is lined and locked for the Retarder Yard Runaround and will be indicated by a Blue light. An Amber light will indicate the switch is lined for eastward movement into No. 2 and No. 3 Outbound Shop Track.

Westward movements will trail through spring switches. The spring switches are equipped with a Mechanical Department lock.

Permission must be obtained from the General Yardmaster West End Tower before movement is made from Outbound Roundhouse Tracks.

Be advised that hand throw derails are still in place.

8. **Remote control derails** and electric light type Blue signals are installed on Lamberts Point Diesel Facility Tracks Nos. 4 and 5. These derails and Blue signals are located approximately 650 feet from point of switch in Track No. 5. (Both are located 100 feet (Railroad direction), west of the concrete fueling/servicing facility platform.) Blue signals are located to the right of each respective track when entering from the west.

Blue signals will be displayed when respective derail is in derailing position, indicating also that track section at derail and beyond is not to be entered. Amber light will be displayed when derail is in non-derailing position; however, employees must also ensure derail is in non-derailing position before passing an Amber signal. The absence of a light will have the same meaning as if a Blue signal was displayed. The derails and Blue signals are controlled by the Mechanical Department.

Before placing inbound units on any track at the facility, contact the Roundhouse Dispatch Foreman via radio to determine appropriate track to yard locomotives. Should train and engine crew receive instructions to stop the locomotives on the concrete service platform itself, movement and spotting of locomotives must be at the immediate direction of a Roundhouse facility employee.

Extreme caution must be exercised when entering these tracks, and a crew member will ride lead unit in direction of movement, when necessary.

All Lamberts Point diesel facility tracks are protected by hand throw derails near the West End Yard Office.

9. **When spotting cars** at Lamberts Point Docks Freezer Ramp, do not take slack against ramp. Timbers have been placed at the end of the track to serve as wheel stops.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

10. **Before coupling to cars** on Outbound Shop Tracks at 38th Street Car Shop, a crew member must ascertain that the east end of the cut of cars to be coupled is not in position where it may be shoved over derail. When necessary, sufficient hand brakes must be applied to prevent shoving over derail.
11. **Employees pulling cars** from Outbound Shop Tracks at 38th Street are responsible for seeing derails are off prior to use and must apply derails on departure.
12. **Cars forwarded to Empty Yard** must clear middle group to Pier 5 crossover switch and clearance point as indicated on Empty Yard Tower CRT before CRO operates switch manually.
13. **Shove lights** are in service at the west end of Lamberts Point Empty Yard Make-Up Tracks, M-0, M-1, M-2, M-3 and M-4. The shove lights are combined with Blue light protection (dwarf signals). The signal is located on the left side (Railroad eastward direction) of track being governed and so designated by track number affixed on top of dwarf signal. The Blue light is positioned on top and the Green light is positioned on the bottom.

Indications are as follows:

Blue signal indication = Blue Signal Protection in effect.

Green light indication = "OK" to shove.

Dark or no indication = track is full — do not shove.

Shove lights are also in service at the east end of Lamberts Point Main Yard Tracks 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92 and at the east end of Lamberts Point Pull-In Tracks 3, 5, 7, 9, 11 and 13. These shove lights are on the right side (Railroad westward direction) of the track being governed and so designated by track number affixed on top of shove light stand.

Indications are as follows:

Green light indication = "OK" to shove.

Dark or no indication = track is full — do not shove.

The shove lights in the Main Yard and Pull-In Tracks are located on top of a flexible stand approximately 16 inches in height between the above tracks.

When shove is being made with Green indication in either Empty Yard, Main Yard, or Pull-In Tracks, shove may continue until Green indication is extinguished (i.e., Green light is no longer illuminated). When Green indication is extinguished, there is approximately 350 feet of available track space and movement must be controlled so as to stop short of end of track (clearance point). Equipment being shoved must not be left fouling other tracks.

Before relying on shove lights, it is necessary to determine that track is clear or all cars involved are coupled.

Account close clearance, employees must not stand between the shove lights and moving equipment. Employees must not ride on the side of equipment moving adjacent to the shove lights nor mount or dismount moving or standing equipment in the vicinity of the shove lights on any of the above-mentioned tracks.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

Shove lights are intended to relieve employees from protecting against shoving cars out of opposite end of track, provided shove move is made in accordance with above procedure.

**NOTE:** In case of inoperable shove lights, the West End General Yardmaster must be notified before commencing shove movement.

When a Blue light is displayed and use of track is desired, the Yardmaster must be contacted. The Yardmaster, in turn, will contact the mechanical department who will arrange for removal of Blue Signal Protection.

14. **Adjusting of Couplers & Air Hoses**, before train or engine service employees adjust couplers or couple air hoses between equipment on Empty Yard classification tracks, they must know that the switch providing access from the piers has been lined against movement to that track and the switch has been blocked when either Pier is operational and Car Retarder Operator in Empty Yard is on-duty; all communication concerning establishment and confirmation of protection must be handled on Empty Yard radio channel. Protection must not be removed until authorized by employee who asked for it or his relief.

15. **Cars forwarded to Empty Yard** must clear the switch and clearance point as indicated on Empty Yard Tower CRT before Car Retarder Operator operates switch manually.

16. **Protection for Tracks in Empty Yard** — It is essential that each employee obtain protection before entering any class track in the Empty Yard, Lamberts Point. The following will govern the process for obtaining protection on tracks in the Empty Yard.

The employee wishing to establish a flag for a track in the Empty Yard will call the Empty Yard CRO, stating name, job position, and that you are requesting a flag on track \_\_\_\_\_. The Empty Yard CRO will align switches away from requested track and apply appropriate blocking devices in the computer. Next, the Empty Yard CRO will place the employee's name, job position, and the time flag is requested on the appropriate form.

After this has been accomplished, the CRO will tell the employee requesting the flag that he has recorded the employee's name on the form, switches have been assigned away from that track, blocking devices have been applied, and the requesting employee now has a flag on track \_\_\_\_\_.

**NOTE:** When flag is to be removed, the same employee who requested the flag must call the CRO and the same process used to obtain the flag must be followed to have the flag removed.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

Empty Yard CRO will clear all flags before going off duty if possible. If for some reason a flag cannot be removed, the relieving CRO must be made aware of any and all remaining flags. If the on-duty CRO does not have a relief, the West End General Yardmaster must be made aware of all remaining flags.

The CRO being relieved will ensure all remaining flags are recorded on the turnover sheet. The relieving CRO will contact the West End General Yardmaster and discuss the turnover including any remaining flags as part of their pre-shift briefing.

17. **Before a yard engine fouls** any ladders on the east end of the Empty Yard for purpose of shoving cars to Pier Return tracks or shoving cars in clear of Empty Yard tracks (trimming), yard crew member will obtain permission from Empty Yard CRO before fouling these ladder tracks. CRO will ensure all free rolling cars in respective group of tracks is/are stopped and necessary pier stop(s) is on before granting permission to foul east end, when a CRO is on-duty.
18. **Whenever a missing knuckle** is observed in the Barney Pit by the CRO or by the Kickback Brakeman on the dumper, the CRO in the Empty Yard Tower must be immediately notified. The Empty Yard CRO must route these cars to the Inbound Shop whenever possible. This will allow mechanical personnel better access at getting to the cars to replace the knuckles.
19. **When using the rabbit** in south kickback to move new gondola (Gray) coal hoppers, you must spot the rabbit head behind an axle to prevent damaging cross braces.
20. **South Kickback Retarders** — The following procedure will be in effect concerning operation of the south kickback retarders.

If the need to move cars in the kickback toward the kickback retarders arises, and the “rabbit” car mover has failed, the Yardmasters and or Piermaster will assist in getting cars to the retarders. Modifications and addition of pulleys in the south kickback, on the north side of the track in the south kickback, will be utilized.

#### DESCRIPTION OF SOUTH KICKBACK RETARDERS

**Situation A:** A ‘1’ is in the scope with two (2) cars leaving the dumper coupled and remaining coupled throughout the kickback.

Description: When the wheel limit switch (located approximately 20 feet east of the kickback retarders, six (6) feet east of the pump treadle limit) counts six (6) wheels, the kickback retarders will close for six (6) seconds, stopping both cars. This will allow the kickback brakeman to visually check that the cars are coupled and that both knuckle pins are down. After six (6) seconds, the kickback retarders will open, allowing both cars to roll out of kickback.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

**Situation B:** A '1' in the scope with two (2) cars leaving the dumper uncoupled with a large gap of one (1) car length or more.

Description: As described in situation "A", the kickback retarders will close for six (6) seconds after the wheel limit counts six (6) wheels. Because of the large gap between the cars, the wheel limit will not receive the fifth and sixth wheel counts, consequently, not closing the retarders until after the lead car has rolled through the retarders and down into the kickback. The kickback brakeman should allow the lead car to roll through. If the kickback brakeman does not pull the emergency cord after the lead car leaves the retarders to stop the trailing car, the kickback will go into emergency on its own when the trailing car enters the retarders. It will remain in emergency until the lead car clears the entire kickback. At that time, the dumper operator will be able to reset the emergency, allowing the trailing car to leave the kickback. It is important to remember that it is the responsibility of the kickback brakeman to pull the emergency cord to stop the trailing car of an uncoupled car situation. The emergency circuit that detects an uncoupled car condition is there only to back up the brakeman, if, for some reason, he or she cannot pull the emergency cord. The brakeman should not rely on the uncoupled car circuit to stop the trailing car.

**Situation C:** A '1' in the scope with two (2) cars leaving the dumper uncoupled with a small gap of a half a car length or less.

Description: When the wheel limit switch counts six (6) wheels, the kickback retarders will close for six (6) seconds, usually stopping both cars because of the close proximity of the cars in relation to each other. After six (6) seconds, the retarders will open, allowing the lead car to leave the kickback. If the kickback brakeman does not pull the emergency cord after the lead car leaves the retarders, the kickback will go into emergency on its own. It will remain in emergency until the lead car clears the entire kickback. At that time, the dumper operator will be able to reset the emergency, allowing the trailing car to leave the kickback. It is important to note that it is the responsibility of the kickback brakeman to pull the emergency cord to stop the trailing car of an uncoupled car situation. The emergency circuit that detects an uncoupled car condition is there only to back up the brakeman, if for some reason he or she cannot pull the emergency cord. The brakeman should not rely on the uncoupled car circuit to stop the second car.

**Situation D:** A '2' in the scope with both cars leaving the dumper coupled.

Description: As the cars enter the kickback retarders, the retarders will bunch (close for 4-1/2 seconds when dry, 7-1/2 seconds when wet) when the trailing car enters the kickback retarders. This will stop the coupled knuckles of the cars in the vicinity of the kickback house door, allowing the kickback brakeman to cut the cars. After the bunch, the retarders will open, letting the lead car roll out of the retarders and then close, holding the trailing car until the lead car is clear of the entire kickback. Once the lead car is clear, the retarders will open, letting the trailing car go.



# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

**Situation E:** A '2' in the scope with two (2) cars leaving the dumper uncoupled with a large gap of one (1) car length or more.

Description: Because of the large gap between the lead and trailing cars, the retarders will not bunch. The lead car will instead roll through the retarders and down into the kickback. The kickback brakeman should allow the lead car to roll through, as this will prevent the two (2) cars from hitting one another, once the lead car leaves the retarders, the retarders will close in order to stop the trailing car. When the lead car clears the entire kickback, the retarders will then open, letting the trailing car go.

**Important:** The retarders will not go into emergency in this uncoupled car situation like an uncoupled '1' in the scope will. Because there is a '2' in the scope, the cars need to be separated. The fact that the cars became separated before they reached the retarders does not constitute an emergency. The retarders will close after the lead car leaves the retarders, stopping the trailing car just like a normal cycle. But it is important to remember that it is the brakeman's responsibility to make sure the trailing car stops, just like he or she would do during a normal '2' in the scope. If the retarders do not close because of some malfunction and it appears that the trailing car will not stop, the brakeman must pull the car emergency cord to stop the trailing car.

**Situation F:** A '2' in the scope with two (2) cars leaving the dumper uncoupled with a small gap of a half a car length or less.

Description: When the trailing car approaches the kickback retarders, the retarders will bunch (close for 4-1/2 seconds when dry, 7-1/2 seconds when wet) because of the close proximity of the two (2) cars in relation to each other. One of the following situations will occur.

- (a) Both cars will stop with a small gap between them.
- (b) Both cars will stop with the knuckles touching, but not coupled.
- (c) Both cars will stop, but they couple back up.

If situation A or B happens, the retarders will open after the bunch time, letting the lead car leave the retarders. After it leaves, the retarders will close, holding the trailing car until after the lead car clears the entire kickback. At that time, the retarders will open, letting the trailing car leave. If situation C happens, the brakeman will have to uncouple the cars. The retarders will open after the bunch time, letting the lead car leave the retarders. After it leaves, the retarders will close, holding the trailing car until after the lead car clears the entire kickback. At that time, the retarders will open, letting the trailing car leave.

**Important:** The retarders will not go into emergency in this uncoupled car situation like an uncoupled '1' in the scope will. Because there is a '2' in the scope, the cars need to be separated. The fact that the cars became separated before they reached the retarders does not constitute an emergency. The retarders will close after the lead car leaves the retarders, stopping the trailing car just like a normal cycle. But it is important to remember that it is the brakeman's responsibility to make sure that the trailing car stops, just like he or she would do during a normal '2' in the scope. If the retarders do not close, because of some malfunction and it appears that the trailing car will not stop, the brakeman must pull the emergency cord to stop the trailing car.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

21. **Running Coal** — The following procedure will apply concerning running coal from Barney Yard Tracks Nos. 1 through 32 (see below).

Gravity switching from Pier 6 Barney Yard will be accomplished by the use of Barney Yard radio channels, Barney-North (Freq. No. 161.335) and Barney-South (Freq. No. 160.353).

A pre-shift huddle should be conducted between the Cargo Coordinator and the Barney Yard Foreman to determine tracks required to serve the vessel loading. The Barney Yard Foreman will then use this information to perform a job briefing with the members of the Barney Yard crew to promote the safe and efficient gravity switching of coal from the Barney Yard tracks to the Barney Pit Lead. To use the radio effectively during gravity switching, the appropriate radio channel will be used and the Foreman will announce over the radio what track(s) is to be next and then order the desired cars as follows:

- one (1) car off (track #)
- one (1) car off (track #)
- roll (track #)

This will be done immediately after the preceding car moving from the Barney Yard is free-rolling at a speed which will clear the ladders prior to the arrival of the next car to be ordered. Three (3) tracks can be called before announcing "Roll (track #)" if you so desire. However, Barney Yard Brakeman is not to release a car until positive understanding from which track the car is to be sent and/or roll (track #) is announced.

Continue the process of sending cars as ordered by the Cargo Coordinator to the Scale Office. When orders are received from the Cargo Coordinator to clear tracks one at a time; that is a "straight" run and orders will be issued to the Brakeman either by radio or verbally to clear the track with sufficient room between the cars to allow weighing to be accomplished by the automatic scales.

The Red light mounted in the Foreman's tower on the Barney Yard will be used to regulate coal cars in the Barney Pit, except when the thaw sheds are in use. When thaw sheds are in use, the Cargo Coordinator will regulate the coal keeping the thaw shed full to maximize utilization of the heat.

A Yellow marker is located at the clearance point on each Barney Yard Track on the east end to improve communications between employees working on the Barney Yard.

22. **Indicator lights** are located at the exit end of the north end and south dumpers to assist in safely crossing kickback tracks.

These lights (two (2) on each dumper) are lit while the barney is hoisting. When lights are lit, cars should be expected to exit the dumper.

Each of the two (2) lights on a dumper indicates the barney is hoisting (two (2) lights are provided for reliability). Only one (1) light burning is an indication that lights are inoperative and should be reported to the proper authority.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### H. LAMBERTS POINT (CONT.)

- 23. For safety of employees** and protection of equipment, the following will govern in the dumping of coal:

In order to reduce impact damage to cars coupling in the Thaw Sheds, at Pier 6, ensure that the cars do not couple outside the Thaw Sheds. Do not “knock” cars into the Thaw Shed. Contact the Yardmaster or Piermaster to have cars pulled into the Thaw Shed with the pusher.

If car speed is excessive when crossing the scales, the Cargo Coordinator in the Scale Office will take action by contacting the Yardmaster or Piermaster to investigate the cause of the over speed.

Before the Green light is activated at the Barney Pit for the dumper operator to commence dumping coal, it must be verbally confirmed by the Barney Pit Car Retarder Operator that the kickback brakeman is ready and in place at the kickback station through communication with the kickback brakeman and the dumper operator.

This procedure is required at the beginning of each shift, following lunch and following any significant delay.

The Green light must not be left activated when the Car Retarder Operator is going off duty.

- 24. With an ejector system** on the north dumper, the dumper operator punches a start button after receiving a Green light from the Barney Pit CRO. The ejector then activates pulling empties off the dumper. At that time, the lights on the panel in the Barney Pit, which have been entered by the CRO, extinguish and loads are then shoved to the dumper.

If empties stop in the kickback or on the dumper and it is necessary for the kickback brakeman to either winch cars, or make any adjustments to the equipment, the barney stop and dumper stop buttons must be pulled in order to have protection prior to winching equipment. If releasing a brake on stalled car in the kickback, the brakeman must communicate with dumper operator and dumper cocked prior to releasing brake.

Before activating the barney stop button, it should be ascertained that loads are not ascending towards dumper. Activating the barney stop switch while the barney is shoving loads will cause the barney head to drop. Before the kickback brakeman commences work, he/she must communicate with the dumper operator to ascertain that all movement is stopped.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**H. LAMBERTS POINT (CONT.)**

- 25. Lockout Safety Tags** — Transportation employees are required to use lockout safety tags when working on the rotary dumper facility at Pier 6. The tags will be provided by the on-duty Coal Pier Yardmaster, or, in his absence, the Piermaster. Upon receipt of the lockout tags, each employee working on the dumper must sign his name.

Whenever your duties require you to go on the rotary dumper (i.e., close knuckles, winch cars off dumper, uncouple cars, etc.), this following procedure will be followed:

- (a) Call a Yardmaster to assist.
- (b) Notify dumper operator of need to tag out dumper and barney to go on dumper.
- (c) Depress dumper stop buttons and pull barney control switch.
- (d) Apply safety lockout tags to safety switches.
- (e) Verify with dumper operator that dumper and barney will not operate.
- (f) Once your job has been completed and you are clear of the rotary dumper, remove tags and return safety switches to normal (operating) position.
- (g) Notify dumper operator that you are clear of rotary dumper area and that equipment is set up.

Communication with dumper operator is essential to safety of all employees when entering rotary dumper.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**H. LAMBERTS POINT (CONT.)**

**26. Barney Yard Car Inspection Procedure**

**Clear Tracks**

- (a) Hump crews will place coal in Barney Yard Tracks designated by hump master.

The Lamberts Point Barney Yard Tracks have Yellow painted reference marks located at the east end of each track. When cars are shoved to the Barney Yard, ensure that they are spotted clear of these reference marks, are properly secured, and that the slack is "bunched" in each track before leaving the Barney Yard. This will allow for a more efficient Barney Yard Operation. If for any reason the the above is not possible, inform the Yardmaster before leaving the cars.

- (b) Prior to working on track, mechanical forces shall line and lock the track on the west end and display a Blue signal.
- (c) The mechanical employee shall then operate the key controlled box for the appropriate track. The Blue light on the east end of that track and indicator lights in the appropriate Barney Yard Towers will be activated.
- (d) After securing the track, the mechanical employee shall call the appropriate Barney Yard Tower to confirm the lights on that panel. Where practicable, the Barney Yard Conductor shall also confirm the light at the end of the track.
- (e) After the inspection is completed, the track will be released. All Blue signals and lights shall be removed. The mechanical employee will inform the Barney Yard Tower that the track is clear. In the event of a system failure, the system will be deactivated and portable Blue flags and lights shall be utilized.

**27. Barney Yard Car Inspections**

**(Set Behinds)**

- (a) Hump crews must comply with present instructions and contact Barney Yard Foreman prior to setting coal behind any tracks on Barney Yard.
- (b) Barney Yard Foreman must communicate with Scale Office to find out how many cars can be run off track before inspection of cars (set behind) are needed.
- (c) Barney Yard Foreman must communicate with car inspectors after running the inspected cars from the east end of Barney Yard. When finished with a track which has been set behind, Barney Yard Foreman will inform the inspectors that the track is available to be Blue flagged and worked.
- (d) When inspection is completed, Barney Yard Car Inspector can remove Blue flag, lock, deactivate the remote Blue signal on the east end, and inform the Barney Yard Foreman that the track is ready.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**H. LAMBERTS POINT (CONT.)**

- 28. Excepted Tracks** — The following tracks in Lamberts Point Yard are designated as “Excepted Track” in accordance with FRA Track Safety Standards (Section 213.4).

All tracks east of MP LP 1.2 (east end of passenger station building) except:

- (a) North Barney Yard Lead.
- (b) Middle Barney Yard Lead.
- (c) Rusty Lead.
- (d) Pier 5 Runaround.
- (e) Eastward Main Line (extension of Main 1 into the yard proper).
- (f) 10 ladder, 46 ladder, 52 ladder, 92 ladder and OD Yard lead west of MP LP 1.0 (West End Tower).
- (g) Pull-In 3 from Pull-In 7 switch to its west end.
- (h) The loop track, Pull-In 13, Pull-In 11 and Pull-In 9 from a point 400 feet east of the West End Tower to their west end.
- (i) Main Yard 42 through 50 from a point 200 feet east of the West End Tower to their west end.
- (j) The west 300 feet of the Pier 5 Barney Yard Lead.
- (k) The west 100 feet of M-4 Track.
- (l) Crossover from 52 ladder to 46 ladder MP L 1.2.
- (m) Crossover from 10 ladder to Eastward Main Line, MP LP 1.05.

**Rule 95** applies.

- 29. Radio and Hand Signals** — Train crews must not change back and forth between radio and hand signals during movements.

Under no circumstances are movements to be made using both hand signals and radio communication simultaneously.

# NORFOLK TERMINAL

## Lamberts Point to Canal Drive

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### I. BARNEY YARD PIER #6

1. **On-Track Equipment** — Including hy-rails and motor cars, must not occupy the leads to Pier 6 Barney Pits without permission of the Yardmaster, or Piermaster when Yardmaster is not on-duty at the coal pier. (In the absence of a Piermaster and or, Yardmaster, the Mechanical Supervisor, or Pier Gang Leader may grant permission.)

Employees who are to perform maintenance work in the area between the east end of Pier 6 Barney Yard and the dumper inclines, must obtain permission from the Coal Pier Yardmaster, or the Piermaster when Yardmaster is unavailable or is not on-duty, before fouling east end of Barney Yard/Barney Pit Leads. (In the absence of the Piermaster and or, Yardmaster, the Mechanical Supervisor, or Pier Gang Leader may grant permission.)

Before granting permission to employees to foul the east end of Barney Yard/Barney Pit Leads, the Yardmaster, or the Piermaster in the Yardmaster's absence, must ensure the coal run from the appropriate side (north or south) of the Barney Yard has been stopped. The Yardmaster or the Piermaster must contact the Cargo Coordinator in the Scale Office, who will in turn contact the appropriate Barney Yard Foreman to stop the coal run. After the Yardmaster or Piermaster has ascertained that the coal run from Barney Yard has been stopped, the Yardmaster or Piermaster must place the large retarders in manual mode and set retarders to the "Hold" position.

When permission is received, and before commencement of work, the Yardmaster, or the Piermaster in the Yardmaster's absence, and the employee requesting track protection must sign the track protection log book maintained in the Scale Office. Next, the Yardmaster, or the Piermaster in the Yardmaster's absence, must ensure that the switch providing access to work area is aligned for movement away from where work will be performed, and locked with a departmental lock. In addition, Mechanical Department employees must display a "Blue flag" (outside gauge of rail) just inside the clearance point of entrance switch for protection when engaged in work prescribed by **Safety Rule 1300**. Maintenance of Way Department forces when engaged in work in this area must display a "red flag" (metal paddle) between the rails just inside the clearance point of entrance switch. These Red metal paddles stenciled "stop, men working", are available at Pier 6. (In the absence of the Piermaster and or Yardmaster, the Mechanical Supervisor, or Pier Gang Leader may grant protection.)

A record of track maintenance occupancy, or Blue signal or Red signal use, in this area will be maintained at the coal pier Yardmaster's desk in the Scale Office. When "Blue flag" or "Red flag" protection is removed, the Yardmaster, or when appropriate, the Piermaster, must be promptly notified. The Piermaster will, when involved, also maintain a record of pertinent information.

Retarders are in service on north and south side, Pier 6, Scale Leads. Loaded and empty rail cars may be run over this equipment. Light weight On-Track equipment such as vacuum truck or Burro crane, empty flat cars, or boxcars for maintenance use, may also be run over these retarders, but only at a low speed and under close observation to prevent derailments.

**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**1. BARNEY YARD PIER #6 (CONT.)**

2. **Before coupling** to cars in Lamberts Point Barney Yard, crew must ascertain that no employees are working on or around tracks involved.
3. **Switch Alignment** — When the Barney Yard is operational and coal is being run, proper alignment of switches of the Scissors Crossover, Pier 6, Barney Yard, is the responsibility of respective north side or south side Barney Yard Conductor. When only one side is run, Conductor on-duty is responsible to see that both sides of Scissors Crossover are properly lined and locked.
4. **Thaw Sheds** — In winter, when heaters are installed in the Thaw Sheds, a dragging equipment detector with buzzer alarm in the CRO (Barney Pit) Station is in service to avoid damage to heaters. When this alarm trips and sounds at the CRO Station, large scale retarders will lock in closed position.  
When alarm sounds, CRO Barney Pit will call Scale Office clerks who will “cut off” the flow of coal from respective side of Barney Yard until trouble can be ascertained.
5. **Dropping Cars Barney Yard** — The following procedure will be used when dropping a cut of cars down tracks in the Barney Yard:
  - (a) There must be two (2) trainmen on track to be dropped at all times.
  - (b) Both trainmen on the track and the responsible Barney Yard foreman must have a clear understanding between each other that cut of cars on track is to be dropped and that both trainmen are in position before hand brakes are released.
  - (c) Both trainmen must ensure hand brakes to be used to control movement are operable and in good condition to prevent the cut of cars from fouling adjacent tracks.



**NORFOLK TERMINAL**  
**Lamberts Point to Canal Drive**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**J. PORTLOCK**

1. **Employees are prohibited** from crossing a track where an oil absorption pad exists. These pads are designed to collect oil from locomotives and present hazardous walking conditions.
2. **Close clearance conditions** exist at the following locations in Portlock Yard:
  - (a) Clearance point at the west end of Tracks 19, 20, 21, and 22 to a point 750 feet east. (In addition, Hi-wide loads must not be yarded or set off on the east end of these tracks.)
  - (b) Clearance point between Tracks 16, 17 18, 25 and 26 on the east end to a point 1,000 feet west. (In addition, Hi-wide loads must not be yarded or set off on the west end of these tracks.)
  - (c) Clearance point between Tracks 39 and 40, and 36 and 37, on the west end, to a point 1,000 feet east. (In addition, Hi-wide loads must not be yarded or set off on the west end of these tracks.)Employees are prohibited from riding the side or ends of cars at these locations.
3. **Prior to departing NIT** — All Corporate (Road) Trains are to notify the Roundhouse Foreman at Lamberts Point if problems are experienced with the EOTD/HOTD. If unable to contact the Roundhouse Foreman, notify the Portlock Yardmaster to obtain instructions on whether to bring train to Portlock or stay at NIT. Portlock Supervision will communicate with the Roundhouse to resolve the problem.
4. **Meal Periods** — All Norfolk Terminal Yard Crews and Utility Switchmen must take their meal periods on time, unless otherwise instructed or approved.

Conductors of work trains will be responsible for their crews taking meal periods on time and at a location that does not adversely affect train and yard engine operations.

Conductors of all other yard crews, including utility switchmen, will arrange to contact Yardmaster not later than four (4) hours after reporting time for instructions to determine if it is necessary to continue working through the meal period. This is unless instructions have already been given concerning the meal period.
5. The **East leg of the Wye at Portlock**, MP N 3.5, has a 17.5 degree curvature. No long cars (cars over 73 feet in length) may be operated over this track.

# NORFOLK TERMINAL Sewells Point Branch

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			BRIDGE 5 OPERATOR.....②	
		NPBL	NAVAL BASE	1
		TRK	NORFOLK	1
		A 7.2	WEST JUNCTION ..... ①	1, 2
		A 5.8	QM JUNCTION	2, 3
		A 4.3	THOLE STREET	2, 3
		A 1.4	COLEMAN PLACE..... ① ②	2, 3, 4
		A 0.0/ V 2.3	TIDEWATER JUNCTION..... ③	2, 3, 4
		V 2.5	EASTERN BRANCH BRIDGE ..... ④ ⑤	
		V 4.5	CAROLINA JUNCTION..... ⑥	

## STATION PAGE INFORMATION

**NOTE 1:** For operation over NPBL R.R. between West Junction and Hampton Boulevard, (NOB) permission must be secured from NPBL Yardmaster through Bridge 5 Control Station. Movements clearing these tracks must be so reported to the NPBL Yardmaster. Operation in this area is to be conducted at Restricted Speed not to exceed 10 MPH. Between the hours 11:59 PM and 7:00 AM, on Friday and Saturday, the NPBL Railroad will not have a Yardmaster on-duty. The second shift NPBL Yardmaster will be responsible for providing NS Bridge 5 Control Station Operator information concerning the usage of their track between West Junction and Hampton Boulevard during this time period. This information will be provided via telephone each night before 11:00 PM to the Bridge 5 Operator and also faxed to the Yardmaster at Portlock Yard.

**NOTE 2:** Trains or engines will not enter the Main Track at West Junction or QM Junction without permission from the Control Station at Bridge 5. All trains must obtain authority from the Bridge 5 Control Station before proceeding eastward by:

- (a) Coleman Place, MP A 1.4 on either Main 1 or Main 2.
- (b) Thole Street, MP A 4.3, on single track.
- (c) QM Junction, MP A 6.0, on single track.

All trains must obtain authority from the Bridge 5 Control Station before proceeding westward by:

- (a) West Junction, MP A 7.2, on single track.
- (b) QM Junction, MP A 6.0, on single track.
- (c) Thole Street, MP A 4.3 on either Main 1 or Main 2.

# NORFOLK TERMINAL Sewells Point Branch

## STATION PAGE INFORMATION (CONT.)

- NOTE 3:** Trains and engines operating on the following track sections must move at Restricted Speed. **NOTE: Rule 93.**  
 (a) Between MP A 1.4 and MP A 7.2, Sewells Point Branch.  
 (b) On NIT Lead, between QM Junction and Hampton Boulevard.
- NOTE 4:** On Sewells Point Branch between MP A 0.0, Tidewater and MP A 4.3, Thole Street on double track, the track to the right as viewed by a westward train is Main 2 and the track to the left is Main 1. In single track territory on the Sewells Point Branch, the Main Track is designated as Main 1.

### 1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Naval Base and West Junction	93	
West Junction and Coleman Place	93	93
Coleman Place and Carolina Jct.	261	261

### 2. MAXIMUM SPEEDS

Between	Frt. MPH
On NPBL Trackage east of MP A 7.2, West Junction, Across Hampton Boulevard, and on Navy Lead into NOB	10
MP A 7.2 and MP A 6.8, Single Track	10
MP A 6.8 and MP A 4.3, Single Track	20
Except: MP A 5.8, QM Junction, East & West Legs Wye	10
MP A 5.8, NIT Lead	10
MP A 4.3, Thole St., Through Turnout	10
MP A 4.3 and MP A 0.0, Main 1 and Main 2	20
Except: MP A 0.0, Tidewater Junction, Through Turnout	20
MP V 2.3 and MP V 5.0, Main 1	20
Except: MP V 2.5, Eastern Branch Drawbridge	15
MP V 4.3, Ford Lead Switch West End	15

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

MP V 3.0 to MP V 4.0 — Sewells Point District

### 4. DIESEL UNIT RATINGS

None.

## NORFOLK TERMINAL Sewells Point Branch

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

#### GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Naval Base and Carolina Jct.	291,000	420,000	315,000	394,500

#### B. EQUIPMENT RESTRICTIONS

None.

### 6. SWITCHES AND DERAILS

#### A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

All switches between MP A 1.4, Coleman Place and MP V 4.5, Carolina Junction.

#### B. SPRING SWITCHES

East End Double Track MP A 4.3, Thole St.:

1. A spring switch marker light has been installed adjacent to point of spring switch. Normal position of spring switch is lined and locked for single track to Main 2.
2. Eastward movements can trail through spring switch without stopping when running from Main 1 to single track upon receiving permission from Control Station Operator Bridge 5.
3. Westward movements over spring switch are governed by the spring switch marker light. A Green indication allows trains and engines to make a facing point movement over spring switch without stopping.  
A Red indication requires that movement stop short of spring switch and point be inspected to ensure route is properly lined for movement.  
**Rule 104(h)** is in effect.

#### C. OTHER SWITCH LOCATIONS

Unless otherwise instructed, both Wye switches at MP A 5.9, QM Junction will be left lined and locked as last used. All movements must approach these switches expecting to find them in either position.

### 7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Bridge 5	Portlock	NW-1	Continuous

**NORFOLK TERMINAL  
Sewells Point Branch**

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. SPECIAL INSTRUCTIONS**

**1. MP A 0.5 — Winkleman, Inc. Siding**

Locomotives must not be moved under hopper shaker at Winkleman, Inc. Siding, MP A 0.5.

**2. Close Clearance Conditions**

Account clearance, locomotives or cars must not be placed in or moved inside of building at Hall Hodges Siding and employees are prohibited from riding side of car when approaching building.

**3. Transtrainers**

Be on the lookout for transtrainers straddling tracks at Norfolk International Terminal's various yards. All concerned must ensure when placing/pulling, or running under said machines, that sufficient clearance exists. Under no circumstances will a rail movement be made under a moving transtrainer, or a standing transtrainer which has an operator in the cab.

**4. MP A 1.4 — Hall Hodge Industry**

Concertina wire, approximately 6'2" above ground level is strung above the gate across the track servicing Hall Hodge Industry, MP A 1.4.

Use extreme caution when working in this area.

**5. MP A 6.8**

In order to prohibit highway vehicular traffic from fouling track, Norfolk International Terminal has placed a gate across Warehouse No. 2 lead, 77 feet east of Railroad Avenue, MP A 6.8. Use extreme caution when working in this area.

**6. Norfolk International Terminal**

Unless otherwise noted, between the hours of 6:00 AM and 6:00 PM, at Norfolk International Terminal, inbound trains must cut and pull in one (1) track at a time.

# NORFOLK TERMINAL South Branch

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
			YARDMASTER AT PORTLOCK ..... ②	
		V 5.2	SOUTH NORFOLK ..... (YL) (C)	1
		V 6.5	BELT JUNCTION ..... (C)	2
		V 6.8	SOUTH BRANCH DRAWBRIDGE ..... (OB) (CP)	
		V 12.0	JARRATT DISTRICT ..... (YL)	1

## STATION PAGE INFORMATION

- NOTE 1:** Yard limits under control of the Yardmaster at Portlock.
- NOTE 2:** Operation of NS and NPBL movements through NS-NPBL Interlocking at Belt Junction, MP V 6.5:

When interlocking signal displays Stop, and if the South Branch Drawbridge Operator cannot be contacted, trains and engines will be governed as follows:

If there is no conflicting movement on or closely approaching the crossing on crossline track, train or engine will pass the interlocking signal, but must stop clear of the crossline track and wait two (2) minutes. At the expiration of this time, if there is still no evidence of approaching conflicting movement on crossline track, train or engine may proceed through the interlocking.

### 1. RULES IN EFFECT

Between	Main 1 Track
South Norfolk and Jarratt District	Rules 93

### 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP V 5.2, South Norfolk and MP V 12.0, Jarratt District — Restricted Speed not exceeding	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

##### Westward

MP V 9.0 to MP V 10.0

**NORFOLK TERMINAL  
South Branch**

**4. DIESEL UNIT RATINGS**

None.

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
South Norfolk and Algren	291,000	420,000	315,000	394,500

**B. EQUIPMENT RESTRICTIONS**

None.

**6. SWITCHES AND DERAILS**

**OTHER SWITCH LOCATIONS**

Switches at both ends of Alcoa Passing Siding, MP V 7.0 and MP V 8.0 will be left lined as last used.

**7. COMMUNICATION INFORMATION**

Dispatcher/Operator	Base Station	Channel	Hours
Bridge 5	Portlock	NW-1	Continuous
Yardmaster	Portlock	NW-2	Continuous

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**RUSTY RAIL CONDITIONS**

Account rusty rail conditions, all trains and engines must approach the following road crossings on South Branch Main Line (Old Jarratt District) prepared to stop and not occupy crossing until crossing is fully protected:

- MP V 5.2 — Chesapeake Avenue
- MP V 5.4 — Roger Street
- MP V 11.0 — Cavalier Boulevard

# NORFOLK TERMINAL Berkley/Albemarle District

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			BRIDGE 5 OPERATOR.....(2)	
		NS 0.0	NORSHIPCOLIGON ST. ....(YL)	1
		NS 1.1	NEW BERKLEY LINE SWITCH	1
		NS 1.6	NS JUNCTION .....(YL) (C)	1, 2
		NS 2.1	CAROLINA JUNCTION.....(YL) (C)	1
			YARDMASTER AT PORTLOCK .....(2)	
		NS 2.2	ALBEMARLE DISTRICT—CAROLINA JUNCTION.....(CP)	1
		NS 3.0	Carolina Yard	1
		NS 4.0	YARD LIMIT.....(YL)	1

## STATION PAGE INFORMATION

**NOTE 1:** Trains and Engines operating on the following track sections must move at Restricted Speed.

- (a) Between MP NS 0.0 and MP NS 4.0, Berkley/Albemarle District.
- (b) Movements between MP NS 0.0 and MP NS 4.0, must be authorized by the Yardmaster at Portlock.
- (c) Movements on the new Berkley Line must be authorized by the Control Station at Bridge 5.
- (d) NS movements over NPBL trackage between MP NS 1.3 and the New Berkley Line Switch, MP NS 1.1 must be authorized by the NPBL Yardmaster.

**NOTE 2:** NS Junction “Emergency Release” Push Button. As an aid in clearing the signal system when necessary and when directed by Bridge 5 Control Station, a push button is located in an iron box attached to a post on the southeast side of the Diamond. **INSTRUCTIONS FOR OPERATION OF EMERGENCY RELEASE PUSH BUTTON:** “Emergency Release” push button must not be depressed unless instructed by the Control Station at Bridge 5. When so instructed, a member of the crew shall first check to see that all crossing frogs are clear of all cars and engines, and then depress the “Emergency Release” push button for approximately two (2) seconds, release it and check with the Control Station at Bridge 5 for further instructions.

## 1. RULES IN EFFECT

	Main 1 Track
<b>Between</b>	<b>Rules</b>
Norshipcoligon St. and NS Junction	93
NS Junction and Carolina Junction	261
Carolina Junction and Yard Limit	93



**NORFOLK TERMINAL  
Berkley/Albemarle District**

**2. MAXIMUM SPEEDS**

<b>Between</b>	<b>Fr. MPH</b>
MP NS 0.0 and MP NS 4.0	10
Except: MP NS 1.6, Through the NPBL New Connection (NS Junction)	10
MP NS 2.1, Through Turnout and New Connection	10

**3. CHECKING LOCOMOTIVE SPEED INDICATOR**

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

**LOCATION OF TEST MILE SIGNS:**

**Eastward**  
MP NS 3.0 to MP NS 4.0

**4. DIESEL UNIT RATINGS**

None.

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

<b>GROSS WEIGHT IN POUNDS</b>				
<b>Between</b>	<b>Unit</b>		<b>Loaded Car</b>	
	<b>4-Axle</b>	<b>6-Axle</b>	<b>4-Axle</b>	<b>6-Axle</b>
Albemarle District	291,000	420,000	286,000	394,500

**B. EQUIPMENT RESTRICTIONS**

None.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

<b>Dispatcher/Operator</b>	<b>Base Station</b>	<b>Channel</b>	<b>Hours</b>
Yardmaster	Portlock	NW-2	Continuous

**8. DETECTOR INSTRUCTIONS**

None.

**NORFOLK TERMINAL**  
**Berkley/Albemarle District**

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. ALBEMARLE DISTRICT**

1. To ensure proper communication, prior to release of a train or engine, or On-Track equipment to move southward from MP NS 2.2 toward Carolina Yard (or toward MP NS 4.0) Bridge 5 Control Station Operator will ascertain from Portlock Yardmaster if other trains, engines, or motor cars are working or tied up between MP NS 5.2 and MP NS 4.0. If there are other movements known to be in track section, the southward movement will be so advised by Bridge 5 Operator. In addition to receiving Bridge 5's signal indication to proceed southward toward Carolina Yard, the NS or CA movement must also receive authorization to occupy the track section between MP NS 2.2 and MP NS 4.0 before entering this block. Authorization will be verbal from the Portlock Yardmaster and will be given only after ascertaining the block is occupied or unoccupied from turnover records or radio communication. A southward signal only conveys authority to enter the interlocking at Carolina Junction and does not convey authority to occupy track section beyond interlocking limits.

Permission for occupation of block between MP NS 4.0 and MP NS 2.1 on Albemarle District by Chesapeake and Albemarle northward movements will be granted by radio communication or cellular phone after ascertaining location of other movements occupying limits. No authority to occupy will be granted until NS movement is occupying block has initiated the northward move returning to Carolina Yard or it's known that the limits are clear of NS movements. Chesapeake and Albemarle will report clear of limits by radio or cellular phone to Portlock Tower.

2. NS trains, engines, and On-Track equipment have no authority to operate south of MP NS 4.0.
3. Yard crews using NPBL R.R. trackage between MP NS 1.3 and MP NS 1.1 must first secure permission from NPBL Yardmaster before Occupying tracks; when clearing the New Berkley Lead, MP NS 1.1 in either direction, switch must be lined for normal (NPBL) movement.
4. Crescent Yard, which is located east of the Main Line, is operated and under control of the Chesapeake Auto Terminal. This facility has Track 1 through 10 and each switch, including the Main Line switches are secured with a Chesapeake Auto Terminal Lock. Permission to enter Crescent Yard will be obtained through the Yardmaster at Portlock.

Yard air lines are located on the north end of Tracks 1 through 8 and are identified by Yellow markings on the ties.

Tracks 9 and 10 are dedicated as the empty set off track.

Carolina Yard has two (2) tracks, CY01 and CY02, which will be used as interchange tracks to the Chesapeake and Albemarle Railroad. Track CY01 is located on the east side of the Main Track.

# FRANKLIN DISTRICT

## Suffolk to End of Track

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CREWE DISPATCHER..... 555 1	
		FD 17.2/ N 22.6	SUFFOLK..... ©	
		FD 30.0	HOLLAND	
		FD 35.0	LEE'S MILL	
		FD 38.0	FRANKLIN	
	3500	FD 40.0	HUNTERDALE	
		FD 46.0	COURTLAND	
		FD 54.0	CAPRON	
		FD 60.0	DREWRYVILLE	
		FD 69.0	GREEN PLAIN	
		FD 73.0	EMPORIA	
		FD 73.3	CSXT Crossing—Emporia..... ①	1
		FD 89.0	EDGERTON..... Y	
		FD 90.2	END OF TRACK	

### STATION PAGE INFORMATION

- NOTE 1:** Trains and engines must approach the signals at the CSXT Diamond, MP FD 73.7 prepared to stop and be governed by signal indications.
- Trains or engines, after occupying track circuits to home signals at CSXT crossing at Emporia encountering a stop signal will be governed by the following instructions:
- (a) If communication is not available with CSXT Dispatcher and home signal continues to display stop, go to push button box and follow posted instructions.
  - (b) If indicator light is burning, press push button, Signal should clear. If signal does not clear after six (6) minutes, proceed through interlocking in accordance with **Rule 238(b)**.
  - (c) If indicator light is not burning, wait eight (8) minutes and 20 seconds and then if no conflicting movement is in sight or hearing, press push button and after eight (8) minutes and 20 seconds signal should clear. If signal does not clear at that time, proceed through the interlocking in accordance with **Rule 238(b)**.

# FRANKLIN DISTRICT Suffolk to End of Track

## 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
	<b>Rules</b>
Suffolk and End of Track	171

## 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
	<b>MPH</b>
MP FD 16.5, Commonwealth R.R. and MP FD 87.5	25
Except: MP FD 73.3, Over CSXT Crossing, Emporia, VA	10
MP FD 73.5, Over Two Street Crossings just west of CSXT Diamond, Emporia, VA, until occupied	10
MP FD 87.5 and MP FD 90.2, End of Track	10

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

#### WESTWARD

MP FD 25.0 to MP FD 26.0

#### EASTWARD

MP FD 78.0 to MP FD 77.0

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Suffolk to Franklin	4500	6000	7200	8910	9900	11860
Franklin to End of Track	2400	3200	3480	4750	5280	6230
<b>Eastward</b>						
End of Track to Edgerton	2000	2650	3200	3930	4370	5150
Edgerton to Emporia	2100	2800	4000	4150	4620	5450
Emporia to Franklin	2800	3750	4480	5560	6180	7290
Franklin to Holland	3100	4150	4960	6150	6840	8070
Holland to Suffolk	4500	6000	7200	8910	9900	11680

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
<b>Between</b>	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Suffolk and End of Track	291,000	420,000	263,000	300,000

**FRANKLIN DISTRICT**  
**Suffolk to End of Track**

**5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)**

**B. EQUIPMENT RESTRICTIONS**

1. Maximum Gross weight of cars on Franklin District 263,000 Pounds.
2. Locomotives may be operated coupled in multiple service provided the weight of any one unit does not exceed 410,000 pounds.
3. Before operating Derrick on Franklin District, permission must be obtained from Mechanical and Maintenance Departments.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. FRANKLIN DISTRICT**

1. Account close clearance, employees are prohibited from riding the side of equipment when switching car(s) at Lees Mill, MP FD 35.2 to MP FD 35.8 either on the Main Line or on Track Nos. 1 and 2 when equipment is setting on adjacent track.
2. Account rusty rail condition causing automatic warning devices protecting road crossings not to work properly, all train and engine crews must approach these crossings prepared to stop:

MP FD 29.5	Holland, VA	Route 189	using passing track only
MP FD 46.0	Courtland, VA	Route 35	using passing track only
MP FD 89.4		SR 712	
3. The track between MP FD 87.5, Vulcan, VA, and MP FD 90.2, End of Track, is designated as "Excepted Track" in accordance with FRA Track Safety Standards (Section 213.4). **Rule 95** applies.

## FRANKLIN DISTRICT Suffolk to End of Track

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### C. SUFFOLK

1. The track east of MP FD 16.5 is controlled by Commonwealth Railway Incorporated.
2. All movements off the Franklin District at MP FD 17.2 enter Yard Limits at Suffolk, VA. All train and engine movements are under the direction of the Crewe Dispatcher and **Rules 93 and 251** apply. All OTE movements within Yard Limits at Suffolk, VA, are by permission of and under the authority of the Crewe Dispatcher and **Rules 807 and 808** apply.
3. When spotting cars at industries on the Norfolk, Richmond, and Franklin districts, crews will comply further with the following instructions outlined below:
  - (a) Crews must not pull or place cars on industry tracks holding on to more than 10 cars.
  - (b) Industries must be switched with air cut in.
  - (c) When spotting cars, Engineer must make first service brake pipe reduction on train and monitor amperage for proper train handling prior to entering industry track.
  - (d) A safety stop must be made one (1) full car length from end of track when spotting cars, and prior to coupling cars standing on industry tracks.
  - (e) When placing or spotting cars, a hand brake must be applied to rear car after making a safety stop and before making final spot. When pulling cars, hand brake should be applied to rear car to prevent accidental rollout prior to coupling.

It will be permissible to handle more than 10 cars at industries where spotting requirements exceed 10 cars, however, at no time will cars in train or cut of cars exceed car capacity of industry track.

# NORFOLK DISTRICT Canal Drive to Crewe

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CREWE DISPATCHER ..... 555 U	
		N 8.4	CANAL DRIVE ..... CP	
		N 10.5	HBD-DED ( <i>Galberry</i> )	
		N 11.1	YADKIN ..... CP	
	8310	N 17.0	JUNIPER	
		N 20.0	HBD-DED ( <i>Jericho</i> )	
		N 21.1	EAST END SUFFOLK ..... YL	
		N 22.6	SUFFOLK ..... C	
		N 23.4	WELLON STREET	
		N 24.4	KILBY ..... CP	
		N 26.4	BRICO ..... YL	
		N 30.2	HBD-DED ( <i>Myrtle</i> )	
		N 32.3	BD CROSSOVER	
		N 34.1	WINDSOR	
		N 40.5	HBD-DED ( <i>Zuni</i> )	
	3168	N 44.9	IVOR	
		N 46.8	47 CROSSOVER	
		N 50.8	HBD-DED ( <i>Wakefield</i> )	
		N 51.6	WAKEFIELD	

# NORFOLK DISTRICT Canal Drive to Crewe

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CREWE DISPATCHER..... 555 1	
		N 59.1	WAVERLY	
		N 61.6	HBD-DED-SSD ( <i>Spur Lock</i> )	
		N 64.1	ATLANTIC WASTE..... Y	
		N 69.2	DISPUTANTA ..... CP	
		N 75.1	HBD-DED ( <i>New Bohemia</i> )	
			PETERSBURG BELT LINE..... 555 1	
		N 77.8/ P 0.0	POE ..... CP	
		P 0.4	BRENCO ..... Y CP	
		P 2.0	WALNUT HILL ..... CP	
		P 4.9	Secoast	
		P 7.2	INGRAM ..... CP	
		N 88.3/ P 8.8	JACK ..... CP	
		N 89.0	HBD-DED ( <i>Tindall</i> )	
		N 92.4	SUTHERLAND	
		N 96.0	CHURCH ROAD	
		N 100.9	FORD	
		N 104.4	HBD-DED ( <i>Hebron</i> )	
		N 109.0	WILSON	
		N 115.0	LIPCO	



# NORFOLK DISTRICT Canal Drive to Crewe

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CREWE DISPATCHER..... 555 I	
		N 118.0	BLACKSTONE	
		N 121.4	HBD-DED ( <i>Nottoway</i> )	
		N 127.9	OAKS..... YL CP	1
		N 129.4	Crewe Yard	
		N 130.2	CREWE..... CP	
		N 130.8	MASSIE..... CP	
		N 131.6	West Yard Limit—Crewe ..... YL	
			PETERSBURG OLD LINE..... 555 I	
		N 77.8	POE ..... CP	
		N 78.3	LAYNE ..... CP	
		CP 0.4/ N 80.7	PETERSBURG	
		N 86.8	ADDISON ..... CP	
		N 88.3	JACK ..... CP	

## STATION PAGE INFORMATION

**NOTE 1:** SWITCHING SIGNAL AT OAKS — When home signals 6E and 6W on the East Switching Lead display a switching signal aspect of Red over Red over Flashing Red eastward and flashing Red westward with switches properly lined and the route is clear; trains and engines may then pass the home signal as Restricted Speed to make switching movements or return to train after receiving permission from the Crewe Dispatcher. Trains or engines must not depart until proper signal aspect other than switching signal is displayed or unless authorized by the Crewe Dispatcher.

# NORFOLK DISTRICT Canal Drive to Crewe

## 1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Canal Drive and Yadkin	261	
Yadkin and East YL Suffolk	251-East	
Canal Drive and East YL Suffolk		251-West
East YL Suffolk and Suffolk	93	93
Suffolk and and Suffolk	261	261
Suffolk and West YL Suffolk	93	93
West YL Suffolk and Disputanta	251-East	251-West
Disputanta and Poe	261	261
Poe and Ingram (Belt)	261	
Ingram (Belt) and Jack (Belt Line)	261	261
Poe and Jack (Old Line)	261	
Jack and Oaks	251-East	251-West
Oaks and Oaks	261	261
Oaks and West YL Crew	93	93

### PROTECTION OF MEN PERFORMING MAINTENANCE AND OPERATION OF ON-TRACK EQUIPMENT

The following instructions will govern men performing maintenance and/or the operation of On-Track equipment and men or equipment on any track at the following locations:

	Between	And
Main 1	MP N 11.1 — Main 1, Yadkin, VA	MP N 69.2 — Disputanta, VA
Main 2	MP N 8.4 — Main 2, Canal Drive, VA	MP N 69.2 — Disputanta, VA
Mains 1 & 2	MP N 88.3 — Jack, VA	MP N 127.9 — Oaks, VA

Track Authority must be requested from and authorized by the Crewe District Dispatcher, Roanoke, VA, and recorded on Track Authority Form TA 1.1. **Rules 420, 421, 442, 443, 444, 445, 446, and 808** apply and govern Track Authority issued in **Rule 251** territory and all controlled tracks between Canal Drive, MP N 8.4, and Oaks, MP N 127.9.

**Yardmaster at Crewe will authorize all movements of On-Track equipment between the control signal at Oaks, VA, MP N 127.9, and the control signal at Crewe, MP N 130.2, and all yard tracks. The Yardmaster at Crewe will not authorize such OTE movements on the Main Line until proper blocking protection has been afforded by the Lynchburg Dispatcher.**

## NORFOLK DISTRICT Canal Drive to Crewe

### 2. MAXIMUM SPEEDS

Between	Rhwy.	Frnt.
	MPH	
MP N 8.4, Canal Drive and MP N 77.8, Poe Except: MP N 8.4, Canal Drive, Through Crossovers	60	50
MP N 22.1 to MP N 23.8, Suffolk	30	30
MP N 69.2, Disputanta, Through Crossovers	40	40
MP N 77.8 and MP P 0.0, Petersburg Belt Line, Main 1	40	40
MP P 0.0, Poe and MP P 8.86, Jack, via Petersburg Belt Line Except: MP N 77.8, Through Turnout from Main 2 to Petersburg Belt Line	60	50
MP N 77.8, Through Turnout from Main 2 to Old Line	25	25
MP N 77.8, Through Crossovers from Main 1 to Old Line	40	40
MP P 7.2, Through Turnout, Ingram	25	25
MP N 77.8, Poe and MP N 88.3, Jack, via Petersburg Old Line Except: MP N 81.2 to MP N 81.8, Petersburg	40	40
All Tracks Collier Yard (CSXT and Seacoast) — Restricted Speed not exceeding	30	30
MP N 88.3, Jack and MP N 118.0 Except: MP N 88.3, Jack, Through Turnout Old Line to Main 2	60	50
MP N 88.3, Jack, Through Crossover	30	30
MP N 106.0 to MP N 106.4	30	30
MP N 108.2 to MP N 110.5	55	50
MP N 118.0 and MP N 128.0	50	50
<b>CREWE YARD</b>		
MP N 128.0 and MP N 131.6	40	40

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

##### WESTWARD

MP N 15.0 to MP N 16.0

MP N 67.0 to MP N 68.0

##### EASTWARD

MP N 108.0 to MP N 107.0

MP N 68.0 to MP N 67.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Norfolk to Crewe	3000	4000	4800	5940	6600	7780
Petersburg to Crewe	2600	3450	4150	5130	5700	6720
<b>Eastward</b>						
Crewe to Norfolk	7500	10000	12000	14850	16500	19970
Petersburg to Norfolk	2600	3450	4150	5130	5700	6720

## NORFOLK DISTRICT Canal Drive to Crewe

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

#### GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Canal Drive and West End Crewe	291,000	420,000	315,000	394,500
Petersburg and Belt Line	291,000	420,000	315,000	394,500

#### B. EQUIPMENT RESTRICTIONS

None.

### 6. SWITCHES AND DERAILS

#### A. MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

- MP N 9.2 — Yadkin, St. Joe Paper
- MP P 0.1 — Poe, Brenco Spur No. 1
- MP P 1.3 — Poe, Moore's Spur
- MP N 84.2 — Petersburg, VEPCO Spur

#### B. OTHER SWITCHES

1. Switches to Tracks No. 2 through 10 on the East Ladder of the East Yard, Crewe, VA, must not be handled when there is standing equipment on the Main 1 Track, adjacent to the switch. This account of the close proximity of these switches to the Main Line. **NOTE: Safety Rule 1110(b).**
2. The crossover between the East Ladder of the West Yard and the West Ladder of the East Yard, located at MP N 129.4, Crewe Yard, will be lined and locked in the normal position after use. (Normal alignment is for movement east ladder to east ladder and west ladder to west ladder.)  
Before using this crossover, permission must be obtained from the Yardmaster at Crewe.
3. The five (5) minute waiting period required by **Rule 401** is increased at the following hand-operated switches:

TRACK	LOCATION OF SWITCH	WAITING PERIOD
Main 2	MP N 34.0	* 7 Minutes
Main 2	MP N 34.0 + 4,250 Feet	9 Minutes
Main 1	MP N 51.0 + 3,500 Feet	7 Minutes

\*Seven (7) minute waiting period at crossover switch applicable only to movements entering westward Main (Main 2) Track.

**NORFOLK DISTRICT**  
**Canal Drive to Crewe**

**7. COMMUNICATION INFORMATION**

Dispatcher/Operator	Base Station	Channel	Hours
Bridge 5 Operator	Portlock, VA	NW-2	Continuous
Crewe Yardmaster	Crewe, VA	NW-1	Continuous
Crewe Yardmaster	Crewe, VA	NW-2	Continuous

**8. DETECTOR INSTRUCTIONS**

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Galberry Either Track	N 10.5	BOTH	HBD-DED	MP N 13.0 -WW Trains MP N 8.0 -EW Trains
Jericho Either Track	N 20.0	BOTH	HBD-DED	MP N 23.0 -WW Trains MP N 17.0 -EW Trains
Myrtle Either Track	N 30.2	BOTH	HBD-DED	MP N 33.0 -WW Trains MP N 27.0 -EW Trains
Zuni Either Track	N 40.5	BOTH	HBD-DED	MP N 43.5 -WW Trains MP N 37.5 -EW Trains
Wakefield Either Track	N 50.8	BOTH	HBD-DED	MP N 53.5 -WW Trains MP N 47.5 -EW Trains
Spur Lock Either Track	N 61.6	BOTH	HBD-DED-SSD	MP N 64.0 -WW Trains MP N 58.0 -EW Trains
New Bohemia Either Track	N 75.1	BOTH	HBD-DED	MP N 78.0 -WW Trains MP N 72.0 -EW Trains
Tindall Either Track	N 89.0	BOTH	HBD-DED	MP N 92.0 -WW Trains MP P 7.0 -EW Trains
Hebron Either Track	N 104.4	BOTH	HBD-DED	MP N 107.0-WW Trains MP N 101.0-EW Trains
Nottoway Either Track	N 121.4	BOTH	HBD-DED	MP N 125.0-WW Trains MP N 119.0-EW Trains

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

- Crewe Yard — MP N 129.5 — Crewe, VA — flat switching only  
**EXCEPTION:** Crews are prohibited from kicking or allowing cars to free roll in tracks WY13, WY14, WY15, WY16, and WY17 on the west end of Crewe Yard.
- Hopewell Yard — MP CP 9.0 — Hopewell, VA — flat switching only

**B. SPECIAL INSTRUCTIONS**

- MP N 17.8**  
When leaving cars at Juniper, VA, MP N 17.8, arrange to leave three (3) car lengths of room on the west end to facilitate temporary clearing up of On-Track equipment.
- MP N 22.1 and MP N 23.4**  
**Rule 14(I)** is in effect for Wellons St., MP N 23.5, and Capitol St., MP N 22.2. Except in case of emergency or necessary in the transmission of signals, use of the locomotive horn is prohibited at all other locations between MP N 22.1 and MP N 23.4. **Rule 15** concerning use of engine bell and other special instructions concerning use of ditch lights also remain in effect.

## NORFOLK DISTRICT Canal Drive to Crewe

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### 3. Yard Limits at Suffolk, VA

All train and engine movements within the Yard Limits at Suffolk, VA, are under the direction of the Crewe Dispatcher and **Rules 93 and 251** apply. All OTE movements within the Yard Limits at Suffolk, VA, are by permission of and under the authority of the Crewe Dispatcher and **Rules 807 and 808** apply.

##### 4. Road Crossings at Windsor, VA

Train and engine crews are to ensure that they do not block the Road Crossings at Windsor, VA, which would include Old Suffolk Road, MP N 33.4, South Court Street, MP N 34.1, Bank Street, MP N 34.2 and S. Price Blvd., MP N 34.6, while setting off, picking up, or switching at Windsor.

##### 5. MP N 59.5 — Grays Lead

Trains operating on Grays Lead, MP N 59.5, must stop before entering grade crossing at West Main Street Crossing, State Route 40, and provide flag protection against vehicular traffic, before crossing is occupied.

##### 6. Carroll's Foods

When setting off loads for Carroll's Foods at Waverly, VA, MP N 63.1, cars must be shoved to the unloading shed, or coupled to cars just west of the unloading shed.

##### 7. Atlantic Waste Industrial Lead

Timetable direction for Atlantic Waste Industrial Lead located at MP N 64.3, is established as eastward from the divider switch of the Wye towards the Atlantic Waste Facility.

Movements of equipment pertaining to the operation of the facility, and the presence of contract construction outfits; all employees, when in the Atlantic Waste Facility located at MP N 64.3, must be aware of movements of Non-Railroad equipment, close clearance and bad footing conditions.

All employees working inside Atlantic Waste, Waverly, VA, MP N 64.0, must exercise caution when walking and will be required to wear anti-skid, slip-on boots when adverse ground conditions exist. Anti-skid, slip-on boots will be made available for those employees working Atlantic Waste in the Yard Office at Crewe, VA.

##### 8. State Route 602

The crossing protection devices located at State Route 602, Atlantic Waste Lead, located at Waverly, VA, MP N 63.3 are to be raised and lowered manually.

All trains and engines, before occupying or entering the crossing, are to activate the crossing signals and gates by manually pushing the Green button located in a box at the crossing, which is located on the south side of the lead. The gates will then operate to the down position, and lights will commence flashing, at this time it is permissible to enter or occupy the crossing.

After all switching movements are complete over this crossing, the train crew members will be responsible for de-activating the crossing signals and gates by pushing the Red button located in the same box. Crew members are to ensure gates are in the up position and lights have quit flashing before departing Atlantic Waste.

## NORFOLK DISTRICT Canal Drive to Crewe

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### 9. State Route 692

Trains delayed just prior to approaching grade crossing at State Route 692, located at New Bohemia, VA, MP N 75.1, or when working the Old Wicks Siding, MP N 75.0, must stop before entering crossing and provide flag protection against vehicular traffic, before crossing is occupied.

##### 10. CSXT Collier Yard

Prior to delivering cars to CSXT Collier Yard, located at Secoast, VA, MP P 4.2, tracks for delivery, and return route must be obtained from the Crewe Dispatcher, unless otherwise instructed by proper authority. After use, switches to No. 4 cross-over must be left lined for straight track movement.

##### 11. MP N 96.5 and MP N 98.4

Private road crossings between MP N 96.5 and MP N 98.4, Church Road and Poole Siding, are not to be blocked unless in an emergency and then arrangements are to be made to clear same.

##### 12. Fort Pickett

Trains and engines making movements on tracks in Fort Pickett, located at Lipco, VA, MP N 115.1, will not proceed beyond the connection at Lipco without instructions from the Train Dispatcher/Control Operator.

Trains operating on Fort Picket Spur, Lipco, VA, MP N 115.1, must stop before entering grade crossing at State Route 40, and provide flag protection against vehicular traffic, before crossing is occupied.

##### 13. Spotting Cars at Industries

When spotting cars at industries on the Norfolk, Richmond, and Franklin Districts, crews will comply further with the following instructions outlined below:

- (a) Crews must not pull or place cars on industry tracks holding on to more than 10 cars.
- (b) Industries must be switched with air cut in.
- (c) When spotting cars, Engineer must make first service brake pipe reduction on train and monitor amperage for proper train handling prior to entering industry track.
- (d) A safety stop must be made one (1) full car length from end of track when spotting cars, and prior to coupling cars standing on industry tracks.
- (e) When placing or spotting cars, a hand brake must be applied to rear car after making a safety stop and before making final spot. When pulling cars, hand brake should be applied to rear car to prevent accidental rollout prior to coupling.

It will be permissible to handle more than 10 cars at industries where spotting requirements exceed 10 cars, however, at no time will cars in train or cut of cars exceed car capacity of industry track.

## NORFOLK DISTRICT Canal Drive to Crewe

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### C. CREWE YARD

1. All westward trains operating into Crewe Yard on the Norfolk District, must not pass MP N 127.9 without obtaining permission from the Yardmaster Crewe, VA.
2. Eastward trains and engines must not depart Crewe Yard without permission from the Train Dispatcher/Control Operator. The time permission is granted must be recorded on Train Clearance in place provided. Such authority must be conveyed to the Engineer or Conductor who will repeat the instructions, including the time permission is granted.
3. All eastward trains operating into Crewe Yard will not pass MP N 130.2, Crewe, without obtaining permission from the Yardmaster at Crewe, VA.
4. When flat switching within Yard Limits, Crewe Yard, blocks of five (5) or more cars will be shoved to rest and then stretched, before uncoupling, to ensure there are no missed couplings. No more than two (2) loads or four (4) empties shall be cut off and allowed to roll freely during flat switching.
5. All eastward through trains operating in excess of 25 MPH on Main 1 Track, between MP N 130.2 and MP N 129.4, are to sound engine whistle 14(p), to warn employees working in the near vicinity.
6. The tracks in Crewe Yard, commonly known as "Coach Yard", listed as follows:
  - Coach Yard Lead
  - Coach Yard Tracks No. 2 and No. 4
  - Motor Car Lead
  - Material TrackLocated in the vicinity of MP N 128.4 are classified as "Excepted Track" in accordance with 49 CFR (Section 213.4). **Rule 95** applies.
7. Crews spotting cars at Koppers Industry, Crewe Yard, MP N 128.5, are to shove cars to extreme west end of track, to a location marked by Orange paint. All air hoses must remain coupled and air cut in while switching this industry. After spotting cars, the angle cock on the east end of the cars is to be left open and all cars are to be secured with 100% hand brakes.
8. Any cars destined or to be set off on the west end of East Yard No. 6, at the Middle Ladder, Crewe Yard, MP N 129.3, **MUST** be shoved in and set off. **NO HUMPING OF CARS ALLOWED ON THIS TRACK.**
9. The following Tracks in Crewe Yard require a minimum of three (3) hand brakes: East Yard tracks 7 through 12, West Yard tracks 12 through 15. All other tracks in Crewe Yard will require a minimum of two (2) hand brakes. **Rule 105** remains in effect.
10. The speed on West Yard Track No. 15 at Crewe Yard is restricted to 5 MPH passing Shop Track when Mechanical Department employees are working on Shop Track (West Yard No. 17).
11. All crews shoving/pulling into tracks in Crewe Yard, adjacent to a track that has a Blue flag, must notify Crewe shop before proceeding into adjacent track.



# CITY POINT BRANCH Petersburg to Hopewell

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CREWE DISPATCHER..... 555 1	
		N 80.7/ CP 0.4	PETERSBURG	
		CP 2.0	BROADWAY	
		CP 4.0	FORT LEE	
		CP 7.6	HOPEWELL..... Y (YL)	
		CP 9.8	END OF TRACK..... (YL)	

## 1. RULES IN EFFECT

	Main Track
<b>Between</b>	<b>Rules</b>
Petersburg and Hopewell	171
Hopewell and End of Track	93

## 2. MAXIMUM SPEEDS

	Frt. MPH
<b>Between</b>	
MP CP 0.4 and MP CP 7.6	25
MP CP 7.6 and MP CP 9.8 — Restricted Speed not exceeding	10

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

None.

## 4. DIESEL UNIT RATINGS

None.

**CITY POINT BRANCH  
Petersburg to Hopewell**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Petersburg and Hopewell	291,000	420,000	315,000	394,500

**B. EQUIPMENT RESTRICTIONS**

6-axle locomotives not allowed at the following location:  
 Hopewell, VA — Aqualon — Industrial Tracks  
 Cogentrix — Industrial Tracks

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

Dispatcher/Operator	Base Station	Channel	Hours
Yard Office	Hopewell, VA	NW-2	Continuous

**8. DETECTOR INSTRUCTIONS**

None.

# CITY POINT BRANCH Petersburg to Hopewell

## 9. DISTRICT INSTRUCTIONS

### A. RAILROAD CROSSING AT GRADE

Milepost	Location	Line/R.R.
CP 7.5	Hopewell Yard — Aqualon Lead	CSXT
CP 7.6	Hopewell Yard — Cogentrix Lead	CSXT
CP 8.7	Hopewell Yard — Stone Lead	CSXT

### B. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

Hopewell Yard — MP CP 9.0 — flat switching only

### C. SPECIAL INSTRUCTIONS

#### 1. Close Clearance Conditions

Account close clearance conditions, employees are prohibited from riding on freight cars, and in the steps of moving locomotives beyond the Street Track Switch, MP CP 9.4 at Regional Enterprises.

#### 2. Close Clearance Conditions

Close clearance conditions exists on the Aqualon Lead at Hopewell, VA, just outside of the Aqualon Gate where a chain link fence has been erected around a Power House, adjacent to the track. Employees working on or around moving equipment in this area should use caution.

#### 3. MP CP 9.0

100% hand brakes must be secured at Regional Enterprises, MP CP 9.0.

#### 4. Stone Container Lead

All eastward moves on the Stone Container Lead will not exceed 5 MPH account scales will not weigh cars exceeding 5 MPH.

#### 5. Smurfit Stone Container

When operating inside Smurfit Stone Container at Hopewell, VA, any movement across crossings inside the industry are to be made with an employee flagging the crossing. Employees will remain visible but not be in harms way of any vehicular traffic.

#### 6. Regional Enterprises

A second derail is installed at Regional Enterprises. This derail is under the control of the industry and they must be contacted at 804-458-0926 before entering the industry to have it unlocked and removed.

# BLUE RIDGE DISTRICT

## Crewe to Roanoke

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LYNCHBURG DISPATCHER..... [554] [1]	
		N 130.2	CREWE..... (CP)	
		N 130.8	MASSIE..... (CP)	
		N 131.6	West Yard Limit—Crewe..... (YL)	
		F 86.5/ N 133.4/ B 0.0	BURKEVILLE..... (CP)	
		B 4.5	HBD-DED ( <i>Goodwin</i> )	
	SS 9202	B 5.3	JENKINS..... (CP)	
		B 7.2	GREENBAY..... (CP)	
	SS 9245	B 12.8	EVANS..... (CP)	
		B 14.7	VIRSO..... (CP)	
		B 16.8	HBD-DED-HCD ( <i>Briery</i> )	
	SS 9200	B 19.4	NELSON..... (CP)	
		B 21.3/ V 141.4	ABILENE..... (CP)	
		B 29.3	HBD-DED ( <i>Maloney</i> )	
	SS 11000	N 169.1/ B 36.9	PAMPLIN..... (CP)	
		N 170.6	BOWLER..... (CP)	
		N 176.4	HBD-DED ( <i>Evergreen</i> )	
	SS 16700	N 180.6	APPOMATTOX..... (CP)	
		N 184.1	LEE..... (CP)	
	SS 10292	N 189.9/ PH 0.0	CONCORD..... (CP)	
	PH 2.3	PHOEBE..... (CP)		
	PH 2.9	HBD-DED ( <i>Dutchman</i> )		

# BLUE RIDGE DISTRICT

## Crewe to Roanoke

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 10028	PH 10.5	LYNCHBURG DISPATCHER..... 554 11	
		PH 12.6	CAMPBELL..... (CP)	
	SS 7160	PH 14.9	POSUM..... (CP)	
		PH 15.9	RUTHERFORD..... (CP)	
		PH 16.6	DOVER..... (CP)	
		PH 18.0	KINNEY..... (CP)	
		PH 19.9	HBD-DED ( <i>Lynchburg</i> )	
	SS 11890	PH 19.9	LIBERTY..... (CP)	
		N 214.5/ PH 22.4	FOREST..... (CP)	
		N 222.9	HBD-DED ( <i>Lowry</i> )	
	SS 12800	N 228.2	BIG OTTER..... (CP)	
		N 230.7	BEDFORD..... (CP)	
		N 237.3	HBD-DED ( <i>Irvin</i> )	
		N 239.1	MONTVALE..... (CP)	
		N 243.8	VILLAMONT..... (CP)	
		N 248.6	WEBSTER..... (CP)	
		N 251.5	HBD-DED ( <i>Glade Creek</i> )	
		N 252.5	BONSACK..... (CP)	
		N 255.0	VINTON..... (CP)	
		N 255.7	BERKLEY..... (CP)	
	N 256.1/ VC 0.0	TINKER CREEK..... (CP)		

# BLUE RIDGE DISTRICT

## Crewe to Roanoke

### 1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
West YL Crewe and Burkeville	261	261
Burkeville (Belt Line) and Pamplin (Belt Line)	261	
Pamplin and Montvale	261	
Montvale and Tinker Creek	261	261

### 2. MAXIMUM SPEEDS

Between	Rhwy.	Fr.
	MPH	
MP N 131.6, Crewe and MP N 133.4 Except: MP N 133.4, Through Crossover Burkeville	60	50
MP B 0.0, Burkeville and MP B 36.9, Pamplin (Farmville Belt Line) Except: MP B 5.3, Jenkins to MP B 7.2, Green Bay, Through Turnouts and Siding MP B 12.3, Evans to MP B 14.7, Virso, Through Turnouts and Siding MP B 19.3, Nelson to MP B 21.3, Abilene, Through Turnouts and Siding MP B 21.3 to MP B 21.5, Curve MP B 21.3, Abilene (to Altavista Dist.), Through Turnout	30	30
MP N 169.1, Pamplin and MP N 180.6, Appomattox Except: MP N 177.9 to MP N 178.5, Curve	60	50
MP N 180.6, Appomattox and MP N 184.1, Lee Except: MP N 180.6, Appomattox to MP N 184.1, Lee, Through Turnouts and Siding	60	50
MP N 184.1, Lee and MP N 186.0	50	50
MP N 186.0 and MP PH 3.0 Except: MP N 186.7 to MP N 187.3, Curve MP PH 0.0, Concord to MP PH 2.3, Phoebe, Through Turnouts and Siding	60	50
MP PH 3.0 and MP PH 16.0 Except: MP PH 10.4, Campbell to MP PH 12.5, Posm, Through Turnouts and Siding MP PH 14.6 to MP PH 14.8, Curve MP PH 14.9, Rutherford to MP PH 16.6, Kinney, Through Turnouts and Siding	45	45
MP PH 16.0 and MP PH 19.9, Liberty Except: MP PH 16.0, Dover, Through Crossover MP PH 16.3 (Off Siding), Through Turnout and West Leg of Wye MP PH 16.1, Through Crossover between Siding and Yard Track Through Turnout and East Leg of Wye MP 178.0 (Piedmont Division), Through Turnout and North Leg of Montview Yard	25	25
MP PH 19.9, Liberty and MP PH 22.0 Except: MP PH 19.9, Liberty to MP PH 22.4, Forest, Through Turnouts and Siding	60	50
MP PH 22.0 and MP N 228.0, Big Otter Except: MP N 218.2 to MP N 219.1, Curve MP N 219.4 to MP N 220.8, Curves MP N 222.3 to MP N 222.5 MP N 224.6 to MP N 225.8 MP N 226.4 to MP N 226.7	60	50

## BLUE RIDGE DISTRICT Crewe to Roanoke

### 2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frnt.
	MPH	
MP N 228.0, Big Otter and MP N 230.8, Bedford Except: MP N 228.2, Big Otter to MP N 230.7, Bedford, Through Turnout and Siding	50	50
MP N 230.8, Bedford and MP N 239.0, Montvale Except: MP N 235.0 to MP N 235.5, Curves MP N 238.1 to MP N 238.3, Curves	40	40
MP N 239.0, Montvale and MP N 246.9 Except: MP N 239.1, Montvale (to Main 2 Track), Through Turnout MP N 241.8 to MP N 242.6, Curves, Both Tracks MP N 246.2 to MP N 246.9, Curves, Both Tracks	60	50
	50	50
MP N 246.9 and MP N 255.6, Roanoke Yard Limit Except: MP N 247.8 to MP N 248.2, Curves, Both Tracks MP N 248.6, Webster, Through Crossover MP N 248.8 to MP N 249.3, Curves, Both Tracks MP N 250.3 to MP N 250.8, Curves, Both Tracks MP N 251.9 to MP N 252.2, Curves, Both Tracks MP N 252.5, Bonsack, Through Crossovers MP N 254.9, Vinton, Through Crossover MP N 255.0 to MP N 255.6, Both Tracks	40	40
	40	40
MP N 255.6, Berkley and MP N 256.9, 8-1/2 Street Except: MP N 256.1, Through Turnout for Tinker Creek Connection Track MP VC 0.0 to MP VC 1.5, Tinker Creek Connection Track	40	40
	25	25
	35	35

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

#### WESTWARD

MP B 16.0 to MP B 17.0  
MP PH 18.0 to MP PH 19.0

#### EASTWARD

MP PH 9.0 to MP PH 8.0  
MP N 236.0 to MP N 235.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Crewe to Kinney	2800	3750	4450	5535	6150	7260
Kinney to Roanoke	1500	2000	2400	2970	3300	3895
<b>Eastward</b>						
Roanoke to Kinney	1950	2600	3100	3870	4300	5075
Kinney to Crewe	3550	4750	5650	7020	7800	9200

**BLUE RIDGE DISTRICT**  
**Crewe to Roanoke**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
West End Crewe and Roanoke 24th Street	291,000	420,000	315,000	394,500

**B. EQUIPMENT RESTRICTIONS**

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind restricted equipment between Crewe and Montview is:

Westward — 5,000 — This restriction includes empty 85' long or longer flat cars loaded with empty containers.

**6. SWITCHES AND DERAILS**

**MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS**

- MP B 17.1 — Briery, VA, Main Track Switch
- MP PH 15.0 — Rutherford, VA, Banker Steel
- MP PH 17.8 — Kinney, VA, Industrial Lead Track
- MP PH 19.8 — Forest, VA, Tomahawk Spur
- MP PH 20.6 — Forest, VA, Azdel
- MP N 223.1 — Lowry, VA, Team Track
- MP N 230.2 — Bedford, VA, Recycling Co. Spur
- MP N 230.4 — Bedford, VA, Wheelabrator-Frye Track
- MP N 242.4 — Dewey, VA, United Iron and Metal Spur



## BLUE RIDGE DISTRICT Crewe to Roanoke

### 7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Crewe Yardmaster	Crewe, VA	NW-1	Continuous
Crewe Yardmaster	Crewe, VA	NW-2	Continuous
Roanoke Dispatcher	Roanoke, VA	NW-2	Continuous
Roanoke Dispatcher	Roanoke, VA	NW-1	Continuous
Roanoke Terminal Trainmaster	Roanoke, VA	NW-1	Continuous
Roanoke Terminal Hump Yardmaster	Roanoke, VA	NW-2	Continuous

### 8. DETECTOR INSTRUCTIONS

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Goodwin	B 4.5	BOTH	HBD-DED	MP B 7.0 -WW Trains MP B 2.0 -EW Trains
Briery	B 16.8	BOTH	HBD-DED	MP B 20.0 -WW Trains MP B 14.0 -EW Trains
Briery	B 16.8	West	HCD	MP B 21.3 (Note)
Maloney	B 29.3	BOTH	HBD-DED	MP B 32.0 -WW Trains MP B 26.0 -EW Trains
Phoebe	PH 2.9	BOTH	HBD-DED	MP PH 6.0 -WW Trains MP PH 0.0 -EW Trains
Lynchburg	PH 18.0	BOTH	HBD-DED	MP PH 21.0-WW Trains MP PH 15.0-EW Trains
Lowry	N 222.9	BOTH	HBD-DED	MP N 226.0-WW Trains MP N 220.0-EW Trains
Irving	N 237.3	BOTH	HBD-DED	MP N 240.0-WW Trains MP N 234.0-EW Trains
Bonsack Either Track	N 251.5	BOTH	HBD-DED	MP N 254.2-WW Trains MP N 248.0-EW Trains

**NOTE:** Restricted High Car Detector in service at MP B 16.8 (Briery, VA) on the Blue Ridge District for westward trains.

The Detector will announce "High car from axle ### through axle ###", when high cars are detected. ### is the first axle with a restricted high car and ### is the last axle with restricted height cars. The cars between the axle counts may or may not have restricted height cars.

If route is lined for the Altavista District, the train crew must stop their train short of the Connection Track switch, Abilene, VA, MP B 21.3 and must not proceed without notifying the proper authority for further instructions. The Train Dispatcher/Control Operator must be notified immediately. If route is lined for the Blue Ridge District, train may proceed per signal indication.

If the height detector malfunctions while a train is passing, the message "height detector malfunction" will be broadcast. The train crew must contact the Train Dispatcher/Control Operator immediately so he can contact the signal department. If the Connection Track switch, Abilene, VA, MP B 21.3 is lined for the Altavista District, the train crew must stop their train and not proceed without notifying the proper authority for further instructions.

The Train Dispatcher/Control Operator must be notified immediately to contact the Signal department.

**BLUE RIDGE DISTRICT**  
**Crewe to Roanoke**

**9. DISTRICT INSTRUCTIONS**

**A. CREWE YARD**

1. All westward trains operating into Crewe Yard on the Norfolk District, must not pass MP N 125.0 without obtaining permission from the Yardmaster Crewe, VA.
2. Eastward trains and engines must not depart Crewe Yard without permission from the Train Dispatcher/Control Operator. The time permission is granted must be recorded on Train Clearance in place provided. Such authority must be conveyed to the Engineer or Conductor who will repeat the instructions, including the time permission is granted.
3. All eastward trains operating into Crewe Yard will not pass MP N 130.2 without obtaining permission from the Yardmaster at Crewe, VA.
4. When flat switching within Yard Limits, Crewe Yard, blocks of five (5) or more cars will be shoved to rest and then stretched, before uncoupling, to ensure there are no missed couplings. No more than two (2) loads or four (4) empties shall be cut off and allowed to roll freely during flat switching.
5. All eastward through trains operating in excess of 25 MPH on Main 1 Track, between MP N 130.2 and MP N 129.4, are to sound engine whistle 14(p), to warn employees working in the near vicinity.
6. The tracks in Crewe Yard, commonly known as "Coach Yard", listed as follows:
  - Coach Yard Lead
  - Coach Yard Tracks No. 2 and No. 4
  - Motor Car Lead
  - Material Track

Located in the vicinity of MP N 128.4 are classified as "Excepted Track" in accordance with 49 CFR (Section 213.4). **Rule 95** applies.

7. The following Tracks in Crewe Yard require a minimum of three (3) hand brakes: East Yard tracks 7 through 12, West Yard tracks 12 through 15. All other tracks in Crewe Yard will require a minimum of two (2) hand brakes. **Rule 105** remains in effect.
8. The speed on West Yard Track No. 15 at Crewe Yard is restricted to 5 MPH passing Shop Track when Mechanical Department employees are working on Shop Track (West Yard No. 17).
9. All crews shoving/pulling into tracks in Crewe Yard, adjacent to a track that has a Blue flag, must notify Crewe shop before proceeding into adjacent track.

**BLUE RIDGE DISTRICT**  
**Crewe to Roanoke**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING IS AUTHORIZED**

1. Webster Storage Track — MP N 248.8 — Webster, VA
2. Storage Track — MP N 240.2 — Montvale, VA
3. Wheelabrator Frye — MP N 230.5 — Bedford, VA
4. J&J Energy — MP N 227.6 — Bedford, VA
5. Straight Track — MP N 214.2 — Forest, VA
6. Azdell Inc. — MP PH 20.6 — Forest, VA
7. Finley Corp. — MP N 209.3 — Lynchburg, VA
8. Lynchburg Ready Mix — MP N 208.1 — Lynchburg, VA
9. Bankers Steel — MP PH 15.1 — Lynchburg, VA
10. Matrixx — MP N 226.5 — Big Otter, VA

**C. SPECIAL INSTRUCTIONS**

**1. MP N 133.4 — Virginia Southern RR (VS)**

When delivering coal to the Virginia Southern RR (VS) at Burkeville, VA, MP N 133.4, car numbers must be verified and an accurate blind siding report must be forwarded to the CYO, Atlanta, GA.

**2. Jenkins, VA, and Greenbay, VA, MP B 5.9**

The crossing between Jenkins, VA, and Greenbay, VA, MP B 5.9, must not be blocked unnecessarily.

Trains picking up and setting off at Green Bay, VA, must not cut off on the Main Track, so as to block the crossing. When doubling back to the train with a pick up, the crossing must not be blocked for more than a reasonable time to perform necessary inspection/brake test.

When setting cars and/or engines in the siding, equipment left standing must clear the crossing by at least 100 feet, and when practicable, at least 200 feet.

The Train Dispatcher/Control Operator must be notified immediately whenever this crossing is blocked by standing equipment, other than when picking up cars, and the crossing will be blocked for making the required tests with no delay.

**3. MP B 12.9**

Trains and engines, when picking up or setting off at Virso, VA, must not block the private road crossing at MP B 12.9. Trash cars set off at this location must be placed 10 car lengths west of the overhead bridge.

**BLUE RIDGE DISTRICT**  
**Crews to Roanoke**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. SPECIAL INSTRUCTIONS (CONT.)**

**4. Evans, VA, MP B 12.9 and Virso, VA, MP B 14.6**

Standing trains or equipment must not be allowed to block the road crossings between Evans, VA, MP B 12.9 and Virso, VA, MP B 14.6.

When picking up or setting off cars at Evans, VA, MP B 12.5, every effort must be made to leave cars properly secured, a minimum of 200 feet from the private road crossing, due to visibility for vehicles when moving north to south over the crossing.

**5. Abilene, VA, MP B 20.6.**

Standing trains or equipment must not be allowed to block the private road crossing at Abilene, VA, MP B 20.6. Trains required to pick up or set off at Abilene will make necessary arrangements to keep crossing clear. Trains setting off entire trains in siding at Abilene for storage are to leave 30 cars west of the crossing and pull balance of train east of the crossing.

**6. Kinney Yard**

Trains, engines or On-Track equipment entering, leaving or using yard tracks at Kinney Yard may do so only after gaining permission of the Piedmont Division Yardmaster on-duty at Montview Yard.

If communication cannot be established with Montview Yard personnel, the Virginia Division Dispatcher must be contacted and movements will be governed by his instructions.

Dispatchers must ascertain that no conflicting movement is possible before granting authority for movements on yard tracks, Kinney Yard, or on the Main Line of the Durham District within Yard Limits.

**7. Kinney, VA**

Conductors on Intermodal Trains will be responsible for furnishing the Lynchburg Dispatcher the following information, regarding work performed at Kinney:

Actual arrival and departure times. Arrival time is when train stops at Kinney, VA, to begin work. Departure time is when train begins pulling from Kinney, VA, after work is completed.

Amount of time spent waiting to enter Kinney Yard to begin work and reasons for this delay, such as waiting for connection or another crew to leave yard before being allowed to begin work.

Amount of time spent in making any type of extra move(s) to either set off or pick up, such as having to set off in blocked track, coupling to cars and shoving them back, etc.

## BLUE RIDGE DISTRICT Crewe to Roanoke

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### C. SPECIAL INSTRUCTIONS (CONT.)

##### 8. Lynchburg, VA (Montview/Kinney Yards)

- (a) Trains and engines must receive permission from Yardmaster at Montview, VA, before using Connection Track between Southern Main Track, Montview, VA, MP 174.6 and Virginia Division Main Track, Kinney Yard, MP PH 16.7.
- (b) Permission must be secured from the Yardmaster at Montview, VA, before operating split switch derail in Tracks North Yard No. 1, 2, and 3 Montview Yard.
- (c) Mixed freight trains setting off in North Yard, Montview, VA, will leave a minimum of seven (7) hand brakes on the North end of the cut, when necessary, to ensure that they are properly secured.  
Solid loaded bulk commodity trains (coal, grain, ore, or similar bulk lading), setting off in North Yard, Montview, VA, must have 33% (1/3) hand brakes applied on the north end of the cut, but never less than seven (7) hand brakes applied. For example:
  - 60 cars left must have at least 20 hand brakes applied;
  - 50 cars left must have at least 17 hand brakes applied;
  - 40 cars left must have at least 13 hand brakes applied;
  - 15 cars and under must have at least seven (7) hand brakes applied.
- (d) Normal position for the crossover switch between North Yard No. 2 Track and North Yard No. 3 Track, Montview Yard, is lined for movement on the straight track.
- (e) Cars left in South Yard tracks, Montview Yard, must be secured on the South end of the cut.
- (f) Normal position for the South switch, South Yard No. 5 Track, Montview Yard, is lined for movement on South Yard No. 4 Track.
- (g) Train setting off in Kinney Yard, Montview, VA, will leave a minimum of five (5) hand brakes on the east end of the cut, more when necessary, to ensure that they are properly secured.
- (h) Do not place any cars exceeding Plate C in Plant at R.R. Donnelley, Lynchburg, VA.
- (i) Kinney Yard or Montview Yard will protect all shove moves by someone on, at, or ahead of the movement at all times.

**Exceptions:** Within yard operations where one can position themselves to protect the shove move. When one crew pulls the track and shoves the same length of cars, or less, back into the track and the lead car does not go beyond the location where the pull was made.

**NOTE:** These hand brake instructions are in effect both when switching and when leaving cars in these two (2) yards.

**BLUE RIDGE DISTRICT**  
**Crewe to Roanoke**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. SPECIAL INSTRUCTIONS (CONT.)**

**9. No Double-Stacks on Train 233**

Train 233 must not pick up double-stack cars loaded with two (2) layers of containers. Loaded double-stack cars are not cleared to operate between Walton and Bluefield.

**10. Rusty Rail Conditions**

Due to rusty rail conditions, trains and engines cannot be depended on to activate crossing warning devices at the following road crossing:

Grove Street Crossing, Industrial track at Bedford, VA.

All trains and engines must approach this crossing prepared to stop and not occupy crossing until crossing is fully protected.

**11. Wheelabrator, Bedford, VA, MP N 230.5**

Rail equipment will not be shoved onto, over or off the scales with hand brakes applied. Before placing cars for unloading, Wheelabrator personnel must be contacted to determine where cars are to be placed.

A sliding Noland Derail is installed 120 feet west of the Scale House road-crossing, and a split-point derail also remains in service. It is permissible to leave cars, properly secured, between the derails.

The track at top of hill at Wheelabrator is not equipped with a derail and any cars left on this track must be properly secured.

During inclement weather, the derail area at Wheelabrator, can pose bad footing conditions. Use extreme caution when walking, dismounting or mounting equipment in this area.

A private road-crossing over the industry tracks is located between the Scale House and split-point derail. All trains and engines should approach this crossing prepared to stop, looking out for vehicular traffic.

**12. General Shale**

General Shale at Webster, VA, uses wheel chocks to secure rail equipment on tracks in their plant. When switching the industry train crews should be alert for presence of chocks under the wheels and not move cars secured with chocks. Chocks are not to be removed by NS Employees.

**13. MP N 244.6**

Westward trains stopping at Blue Ridge must not block west crossing at Villamont, MP N 244.6.

**BLUE RIDGE DISTRICT**  
**Crewe to Roanoke**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. SPECIAL INSTRUCTIONS (CONT.)**

**14. Virginia Division Crews Operating on Danville District — Piedmont Division**

The new Unified Train Control System will be in effect using Track Authority Form TA 1.1 on the Danville District. The following Main Lines are included:

Danville District Main Line Linwood to Lynchburg  
Hurt Connection


UTCS Track Authority Form TA 1.1 must be used for movement authority or to establish Working Limits on Controlled Track for the Districts involved.

All authority to occupy Controlled Track will be issued and copied on UTCS Track Authority Form TA 1.1. UTCS Track Authority Form TA 1.1 will have joint occupancy of Work Limits and Record of Train Meet Arrivals on reverse side.

All Operating Rules in effect governing track and time and Track Authority remain in effect and apply to UTCS Track Authority Form TA 1.1. Current procedures and Operating Rules for working in Yard Limits remain the same.

Since UTCS will not permit more than one (1) train to occupy the same limits as designated on a Track Authority Form, protection against following trains on the same track is not required.

# HALSEY SPUR Forest to Ito

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LYNCHBURG DISPATCHER..... 554 11	
		PH 22.4/ N 214.5	FOREST ..... CP	
		N 212.0	CLAY	
		N 207.7	ITO	

## 1. RULES IN EFFECT

Between	Main Track
Forest and Ito	Rules 171

## 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP N 214.5, Forest and MP N 214.3	25
MP N 214.3 and MP N 214.1	10
MP N 214.1 and MP N 210.6	25
MP N 210.6 and MP N 207.7, Ito	10

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

None.

## 4. DIESEL UNIT RATINGS

None.



**HALSEY SPUR  
Forest to Ito**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Forest and Ito	291,000	420,000	315,000	394,500

**B. EQUIPMENT RESTRICTIONS**

None.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING IS AUTHORIZED**

See Blue Ridge District, Item 9.B.

**B. RUSTY RAIL CONDITIONS**

Due to rusty rail conditions, trains and engines cannot be depended on to activate crossing warning devices on Halsey Spur between MP N 214.6 and MP N 207.6, all trains and engines must provide flag protection before train or engine occupies any road crossing that is equipped with automatic warning devices.

# RICHMOND DISTRICT

## Burkeville to West Point

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
VS R.R.			CREWE DISPATCHER..... 555 (1)	
		F 84.8	VS Yard Limits..... (YL)	
	-----  6772	N 133.4/ F 86.5	SOUTH END OF YARD	
		F 89.0	BURKEVILLE..... (YL) (CP)	
		F 94.0	HOLLY FARMS	
	-----  1321	F 97.0	JETERSVILLE	
		F 100.0	MAPLEWOOD	
	-----  1215	F 104.0	AMELIA	
		F 110.0	CHULA	
	-----  2240	F 117.5	DORSET	
		F 122.0	HALLSBORO	
		F 130.0	ROBIOUS	
		F 137.0	SOUTH RICHMOND..... (YL) Richmond Yard	1, 2
		F 141.0	NORTH RICHMOND..... (YL)	
		F 148.0	FAIR OAKS	
		F 156.0	QUINTON	
		F 161.0	TUNSTALL	
		F 164.4	PAMUNKEY RIVER BRIDGE..... (DB)	
		F 166.0	LESTER MANOR	
		F 171.0	SWEET HALL	
		F 176.0	WEST POINT..... (YL)	3
	F 179.0	END OF TRACK..... (YL)		

# RICHMOND DISTRICT Burkeville to West Point

## STATION PAGE INFORMATION

**NOTE 1:** Richmond (Rockets) — CSXT crossing on Hillside Lead Track protected by hand-operated derails on NS Track, at the North and South side of CSXT crossing on NS Track. Indicator light in box on North side of CSXT crossing must be lighted before derails can be removed. If indicator is lighted and there is no CSXT movement approaching, NS may remove derails and proceed. If indicator is not lighted, crew member must depress release button for one (1) second. If indicator is lighted and after depressing release button, and no CSXT movement is approaching, NS may remove derails and proceed. If indicator does not light after depressing release button, timer must be operated. If indicator does not light after operating timer, CSXT must be contacted before proceeding.

After clearing crossing, derails must be restored to derailing position and locked.

**NOTE 2:** Before entering CSXT South Yard Richmond, NS Train Crews will make at least two (2) attempts on locomotive Radio Channel 66-66 to contact CSXT Train Crews working in South Yard. If no response, NS Crew will enter CSXT South Yard at Restricted Speed and notify CYO of equipment delivered and received from interchange.

**NOTE 3:** All trains will approach property of Smurfitt Stone Corporation, MP F 177.6, West Point, VA, prepared to stop, expecting to find gates closed across the Main Line and locked.

## 1. RULES IN EFFECT

	<b>Main Track</b>
<b>Between</b>	<b>Rules</b>
South End Yard and Burkeville	93
Burkeville and South Richmond	171
South Richmond and North Richmond	93
North Richmond and West Point	171
West Point and End of Track	93

# RICHMOND DISTRICT Burkeville to West Point

## 2. MAXIMUM SPEEDS

	Frt. MPH
<b>Between</b>	
MP F 84.8 and MP F 86.6 — Restricted Speed not exceeding	10
MP F 86.8 and MP F 89.0 — Restricted Speed not exceeding	15
MP F 89.0 and MP F 131.8	35
Except: MP F 96.5 to MP F 96.8, Jetersville, Through Turnout and Siding — Restricted Speed not exceeding	10
MP F 131.8 and MP F 134.8	30
MP F 134.8 and MP F 137.0	35
MP F 137.0 and MP F 139.0, Main Track — Restricted Speed not exceeding	15
Except: Trains Departing on the Main Track at the south end of Belle Isle Yard, may proceed at prescribed speed when the leading end of the movement reaches the Yard Limit Sign at MP F 137.0	10
MP F 139.0 and MP F 142.0, Main Track — Restricted Speed not exceeding	10
Except: MP F 140.1, Over Hall St. Crossing	5
MP F 137.5 to MP F 141.8, All Yard and Industry Tracks, Richmond, VA — Restricted Speed not exceeding	10
All CSXT Tracks, Richmond Yard — Restricted Speed not exceeding	10
MP F 142.0 and MP F 176.0	35
Except: MP F 164.4, Over Pamunkey Bridge	15
<b>West Point</b>	
MP F 176.0 and MP F 177.0 — Restricted Speed not exceeding	15
MP F 177.0 and MP F 179.0 — Restricted Speed, not exceeding	10

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

#### NORTHWARD

MP F 148.0 to MP F 149.0

#### SOUTHWARD

MP F 124.0 to MP F 123.0

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Northward</b>						
Burkeville to Richmond	2250	3000	3600	4455	4950	5840
Richmond to West Point	2800	3750	4480	5560	6180	7290
<b>Southward</b>						
West Point to Richmond	2900	3850	4640	5700	6350	7490
Richmond to Burkeville	2300	3050	3650	4545	5050	5960

# RICHMOND DISTRICT Burkeville to West Point

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Burkeville and S. Richmond	281,000	414,000	286,000	315,000
S. Richmond and Park Siding	281,000	414,000	286,000	315,000
Park Siding and West Point	281,000	414,000	286,000	315,000

### B. EQUIPMENT RESTRICTIONS

1. 6-axle locomotives must not be operated over:
  - Richmond, VA — Loop Track  
Reynolds Metals  
Track CT13, Scale Track  
Richmond City Sewer
  - West Point, VA — Dry Machine Tracks  
Crooked Track
2. Before operating Derrick over James River Bridge, MP F 139.8, permission must be obtained from Mechanical and Maintenance Departments.
3. Due to a 21.5 degree curve located at the north end of the Shipyard, MP F 140.8, GE D9-40C locomotives are prohibited from operating by this location.
4. Equipment restrictions exist at the following locations:  
Unless especially authorized, because of clearances which are less than that required for **unrestricted service**:
  - (a) Plate "F" cars or any cars exceeding 16'6" above top of rail (ATR):
    - (1) Cannot be handled through James River Truss Bridge, MP F 139.8, under CSXT overhead bridge MP F 140.1, under East Main Street Bridge, MP F 141.1, and under overhead pipe bridge MP F 141.25, Richmond, VA.
    - (2) Any car exceeding 17'9" above top of rail (ATR) cannot be handled under Blue Ridge District overhead bridge MP F 86.2, Burkeville, VA.
    - (3) Long cars (73 feet or longer) cannot be handled between MP F 139.2 and MP F 179.0. This restriction does not apply to woodchip hoppers.
    - (4) Long cars (73 feet or longer) cannot be handled through the north switches of Tracks 7, 9, and 13 Belle Isle Yard, Richmond, VA. This restriction does not apply to woodchip hoppers.

## 6. SWITCHES AND DERAILS

1. Normal position for the Connection Track switch located on the Richmond District, MP F 86.6, will be lined and locked for movement from the Blue Ridge District to the Richmond District.
2. All switches on the Main Track, West Point Yard, MP F 178.1, from the south end of No. 8 Switch, northward must be left in the position last used, except the north end of Coal Chute Track, which is to be left lined for movement on No. 8 Track.

**RICHMOND DISTRICT**  
**Burkeville to West Point**

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. DRAWBRIDGE INSTRUCTIONS**

**NON-INTERLOCKED**

Pamunkey River Drawbridge	MP F 164.4	Pamunkey River
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**NOTE:** Pamunkey River Drawbridge, MP F 164.4, has been equipped with positive locking devices and will be lined and locked in the closed position for train movement over the bridge.

**B. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING IS AUTHORIZED**

Belle Isle Yard — MP F 140.0 — Richmond, VA — flat switching only.

**C. GENERAL INSTRUCTIONS**

**1. MP F 84.8**

Trains and engines are not permitted to move south of MP F 84.8 on the Richmond District at Burkeville. The track south of MP F 84.8 is controlled by the VS Railroad.

**2. Burkeville, VA, Richmond, VA, and West Point, VA**

All movements within Yard Limits at Burkeville, VA, Richmond, VA, and West Point, VA, will be authorized and directed by the Train Dispatcher/Control Operator.

**3. Auxiliary Track — Richmond District**

That portion of the Richmond District Main Track between South Yard limit at Burkeville, VA, MP F 84.8, and the Connection Track switch, MP F 86.6, is designated as an auxiliary track, to be referred to as "VS Running Track." Trains and engines operating on this track section will observe **Rule 137**, moving at Restricted Speed not exceeding 15 MPH. On-Track equipment utilizing this track segment will observe the requirements of **Rule 807**.

The track section referred to above, between MP F 84.8 and MP F 86.6, is entirely within Yard Limits at Burkeville.

Trains or engines operating to or from the Richmond District must not enter Yard Limits at Burkeville from the Blue Ridge District or the Connection Track at Burkeville to the Blue Ridge District without permission from the Train Dispatcher/Control Operator.

# RICHMOND DISTRICT Burkeville to West Point

## 9. DISTRICT INSTRUCTIONS (CONT.)

### C. GENERAL INSTRUCTIONS (CONT.)

#### 4. Rusty Rail Conditions

Account rusty rail conditions, trains and engines must flag before proceeding:

- |     |            |                           |          |
|-----|------------|---------------------------|----------|
| (a) | MP F 86.5  | Storage Track, Burkeville | Rt. 628  |
| (b) | MP F 103.9 | siding only               | Rt. 1007 |
| (c) | MP F 104.1 | siding only               | Rt. 656  |
| (d) | MP F 109.6 | spur only                 | Rt. 636  |

#### 5. Crossing Protection Devices

Account crossing protection devices are slow to activate at the Road Crossing, Burkeville, VA, MP F 86.5, trains are to provide flag protection, before crossing is occupied, unless gates are known to be in the down position or an employee is on the ground providing this flag protection.

#### 6. Close Clearance Conditions

Close clearance conditions exist approximately three (3) car lengths from the south end of the Chip Track, at Smurfit Corporation, MP F 177.6. A post is between the Empty Track and the Load Track. This close clearance condition will not clear an employee riding the side of moving equipment.

#### 7. MP F 178.1 — Yard Track

That portion of Main Track, West Point, VA, from south end of No. 8 Track switch, MP F 178.1, northward, is designated as a Yard Track.

#### 8. MP F 178.1 — Track No. 15

Track No. 15, West Point Yard, MP F 178.1, should be used for the switching lead instead of Track No. 11. Switch to Track No. 15, must be left lined for the switching lead at all times.

#### 9. Rusty Rail Conditions

Account rusty rail conditions, which could prevent proper operation of crossing protection devices, for all road crossings on Main 1 Track, West Point, VA, MP F 178.3, crews are to provide flag protection before crossings are occupied.

#### 10. Woodhole Track, West Point, VA

Account increased vehicular traffic over the private road crossing on the Woodhole Track, West Point, VA, MP F 178.3, crews are to provide flag protection before this crossing is occupied.

#### 11. Train V08

The Conductor or Engineer on Train V08 will contact the Crewe Dispatcher prior to hours of service and advise as to the location where they will tie down their train and as to what location the Track Authority held by the crew can be OS'ed.

#### 12. Train V24

The Conductor or Engineer on Train V24 must contact the Crewe Dispatcher and advise of the departure time from West Point on the return trip.

#### 13. Richmond and West Point

Train and engine crews must report to the Crewe Dispatcher when registering off duty at Richmond and West Point.

#### 14. Smurfit Stone

Crews working Smurfit Stone in West Point, VA, be aware that the gates will need to be secured if not servicing the industry. Gates must be closed prior to departing industry.

# ALTAVISTA DISTRICT Abilene to Roanoke

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LYNCHBURG DISPATCHER..... [554] [1]	
		B 21.3/ V 141.4	ABILENE .....	Ⓢ
		V 151.2	HBD-DED ( <i>Cullen</i> )	
	SS   9290 	V 154.3	WOMACKS .....	Ⓢ
		V 156.2	TERRY .....	Ⓢ
		V 162.9	HBD-DED ( <i>Aspen</i> )	
	SS   9300 	V 168.7	PATRICK HENRY .....	Ⓢ
		V 170.7	BROOKNEAL.....	Ⓢ
		V 177.4	HBD-DED ( <i>Long Island</i> )	
	SS   9190 	V 182.7	SENECA .....	Ⓢ
		V 184.5	MARYSVILLE .....	Ⓢ
		V 194.9	HBD-DED ( <i>Mansion</i> )	
	SS   9290 	V 197.0	DOGWOOD .....	Ⓢ
		V 198.9	ALTAVISTA .....	Ⓢ
	SS   9100 	V 200.3/ AC 197.0	HURT .....	Ⓢ
	V 209.9	AMOS BRANCH .....	Ⓢ	
	V 211.8	HUDDLESTON .....	Ⓢ	
	V 214.6	HBD-DED ( <i>Goose Creek</i> )		



# ALTAVISTA DISTRICT Abilene to Roanoke

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	<b>SS</b>   9290 	V 226.3  V 228.2  V 229.7  VC 1.5/ V 240.0  V 243.1/ W 1.0	LYNCHBURG DISPATCHER..... [554] [1]  BOARD MOUNTAIN ..... (CP)  GOODVIEW ..... (CP)  HBD-DED-HCD ( <i>Kates Creek</i> )  DEMUTH..... (CP)  ROANOKE DISPATCHER ..... [2]  ROANOKE SOUTH YARD-JK..... (CP)	

## 1. RULES IN EFFECT

	<b>Main 1 Track</b>
<b>Between</b>	<b>Rules</b>
Abilene and Roanoke South Yard	261

# ALTAVISTA DISTRICT Abilene to Roanoke

## 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP V 141.6, Abilene Connection and MP V 240.0, Demuth	40
Except:	
MP V 141.4, Abilene , Through Turnout	40
MP V 154.3, Womacks to MP V 156.2, Terry, Through Turnouts and Siding	10
MP V 166.4 to MP V 167.6, Curves	35
MP V 168.7, Patrick Henry to MP V 170.7, Brookneal, Through Turnouts and Siding	25
MP V 171.6 to MP V 174.3, Curves	35
MP V 182.6, Seneca to MP V 184.5, Marysville, Through Turnouts and Siding	15
MP V 185.9 to MP V 190.8, Curves	35
MP V 196.5, Dogwood to MP V 198.9, Altavista, Through Turnouts and Siding	25
MP V 207.3 to MP V 207.6, Curves	30
MP V 207.6 to MP V 208.4, Curves	35
MP V 209.8, Amos Branch to MP V 211.7, Huddleston, Through Turnouts and Siding	25
MP V 213.7 to MP V 214.0, Curves	35
MP V 214.0 to MP V 214.4, Curves	30
MP V 214.4 to MP V 216.5, Curves	35
MP V 225.4 to MP V 225.6, Curves	35
MP V 226.3, Board Mountain to MP V 228.2, Goodview, Through Turnouts and Siding	25
MP V 233.0 to MP V 236.0, Curves	35
MP V 236.0 to MP V 238.6, Curves	30
MP V 238.8 to MP V 240.5, Curves	35
MP V 240.5, Demuth and MP V 243.1, JK	25
Except:	
MP V 240.0, Demuth, Through Turnout and Tinker Creek Connection	35

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

#### WESTWARD

MP V 173.0 to MP V 174.0

#### EASTWARD

MP V 238.0 to MP V 237.0

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> South Roanoke to Abilene	5750	7650	9200	11385	12650	14930
<b>Eastward</b> Abilene to Demuth	2550	3400	4050	5040	5600	6600

## ALTAVISTA DISTRICT Abilene to Roanoke

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Abilene and Roanoke South Yard-JK	291,000	420,000	315,000	394,500

#### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Trains operating via Vabrook Connection to or from the Durham District are restricted to 4,100 tons safe trailing tonnage behind restricted equipment.

### 6. SWITCHES AND DERAILS

#### MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Abilene — MP V 143.1, House Track

### 7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Lynchburg Dispatcher	Roanoke, VA	NW-1	Continuous
Roanoke Terminal Trainmaster	Roanoke, VA	NW-1	Continuous
Roanoke Terminal Hump Yardmaster	Roanoke, VA	NW-2	Continuous
Roanoke Dispatcher	Roanoke, VA	NW-2	Continuous

## ALTAVISTA DISTRICT Abilene to Roanoke

### 8. DETECTOR INSTRUCTIONS

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Cullen	V 151.2	BOTH	HBD-DED	MP V 154.0-WW Trains MP V 148.0-EW Train
Aspen	V 162.9	BOTH	HBD-DED	MP V 166.6-WW Trains MP V 160.0-EW Trains
Long Island	V 177.4	BOTH	HBD-DED	MP V 180.0-WW Trains MP V 175.0-EW Train
Mansion	V 194.9	BOTH	HBD-DED	MP V 198.0-WW Trains MP V 192.0-EW Train
Goose Creek	V 214.6	BOTH	HBD-DED	MP V 218.0-WW Trains MP V 212.0-EW Train
Kates Creek	V 229.7	BOTH	HBD-DED	MP V 233.0-WW Trains MP V 227.0-EW Trains
Kates Creek	V 229.7	BOTH	HCD	MP V 227.0-EW Trains

1. Radio Transmissions from Aspen, VA, HBD-DED, MP V 162.9, will be discontinued when Aspen Wood Yard Switch, MP V 162.9 is in reverse position. After switch has been restored to normal position, trains and engines must wait three (3) minutes before proceeding over Aspen, VA, TSA.

2. Account walking conditions between MP V 174.0 and MP V 173.2, when a defect other than a critical defect is indicated, the train will be stopped west of MP V 174.0 if possible. If stop cannot be made west of MP V 174.0, movement may proceed, not exceeding 10 MPH, stopping for inspection at MP V 172.0.

The above will not apply if critical alarm is received, or if detector radio message has not been received before train passes radio acknowledgement point, and train must be stopped for inspection as soon as possible, consistent with safe train handling procedures.

3. Restricted High Car Detector has been placed in service at MP V 229.7, Goodview on the Altavista District for eastward Trains.

The detector will announce "High car from axle ### through axle ###", when high cars are detected. ### is the first axle with a restricted height car and ### is the last axle with a restricted height car. The cars between the axle counts may or may not have restricted height cars.

The train crew must immediately stop their train before reaching Goodview Tunnel, MP V 226.0 and must not proceed without notifying the proper authority for further instructions. The Train Dispatcher/Control Operator must be notified immediately.

If the height detectors malfunction while a train is passing, the message "height detector malfunction" will be broadcast. The train crew must contact the Train Dispatcher/Control Operator immediately who will contact the signal department. The train crew must stop their train before reaching Goodview Tunnel, MP V 226.0 and must not proceed without notifying the proper authority for further instructions.

The Train Dispatcher/Control Operator must be notified immediately to contact the signal department.

# ALTAVISTA DISTRICT Abilene to Roanoke

## 9. DISTRICT INSTRUCTIONS

### A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

None.

### B. SPECIAL INSTRUCTIONS

#### 1. MP V 198.9, MP V 182.7 and MP V 170.7

Unless otherwise instructed by the Dispatcher or Supervisor, all eastward Train crews picking up at Altavista, VA, MP V 198.9, Seneca, VA, MP V 182.7 and Brookneal, VA, MP V 170.7, will arrange to leave any remaining cars at the east end of the siding.

#### 2. MP V 196.6 — Ross Industries

All train and engine crews are to use caution when working Ross Industries at Altavista, VA, located at MP V 196.6, due to Ross Industry personnel placing metal skates under wheels of cars in their plant.

#### 3. Gate at MP V 196.6

Ross Industry located at MP V 196.6 has installed a gate at entrance to their plant. Employees are to ensure gate is properly latched and locked in the open position before entering or leaving plant tracks.

#### 4. MP V 198.9 — Lane Furniture

Trains must not block road crossing at Lane Furniture, Altavista, VA, MP V 198.9 for any reason. If an emergency situation exists, arrangements should be made to cut crossing and the Train Dispatcher/Control Operator notified.

#### 5. TW Coal

All trains that set off TW coal on line-of-road will notify the Lynchburg Dispatcher and CYO where cars were left. All trains picking up TW coal on line-of-road will notify the Lynchburg Dispatcher and CYO the location picked up from and number of cars being forwarded to Crewe.

#### 6. Virginia Division Crews Operating on Danville District — Piedmont Division

The new Unified Train Control System will be in effect using Track Authority Form TA 1.1 on the Danville District. The following Main Lines are included:

Danville District Main Line Linwood to Lynchburg  
Hurt Connection

UTCS Track Authority Form TA 1.1 must be used for movement authority or to establish Working Limits on Controlled Track for the Districts involved.

All authority to occupy Controlled Track will be issued and copied on UTCS Track Authority Form TA 1.1. UTCS Track Authority Form TA 1.1 will have joint occupancy of Work Limits and Record of Train Meet Arrivals on reverse side.

All Operating Rules in effect governing track and time and Track Authority remain in effect and apply to UTCS Track Authority Form TA 1.1. Current procedures and Operating Rules for working in Yard Limits remain the same.


Since UTCS will not permit more than one (1) train to occupy the same limits as designated on a Track Authority Form, protection against following trains on the same track is not required.

# DURHAM DISTRICT

## Kinney Yard to End of Track

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			LYNCBURG DISPATCHER..... [554] [1]		
			L 0.0	KINNEY YARD..... (YL)	
			L 3.1	KINNEY..... (YL)	
			L 5.0	LONE JACK	
			L 11.0	RUSTBURG	
			L 19.8	GLADYS	
			L 26.0	NARUNA	
			L 31.0	BROOKNEAL	
	3240	V 168.7/ L 33.5		VABROOK..... (CP)	
	9536		L 37.0	CLARKTON..... (CP)	
			L 39.4	CATAWBA CREEK..... (CP)	
			L 47.7	CRYSTAL HILL..... (CP)	
			L 51.5	HBD-DED ( <i>Dudley</i> )	
	SS 8300		L 58.0	SINAI..... (CP)	
			L 59.7	SUTPHIN..... (CP)	
	3227		L 61.1/ F 31.0	SOUTH BOSTON..... (CP)	
	3650		L 67.0	CLUSTER SPRING..... (CP)	
		L 69.2	DENNISTON..... (CP)		
		L 72.8/ M 0.0	MAYO JUNCTION..... (CP)		

## DURHAM DISTRICT Kinney Yard to End of Track

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LYNCHBURG DISPATCHER..... 554 11	
		HY 0.0/ L 73.2	HYCO JUNCTION .....	CP
		L 76.1	WOODSDALE	
		L 83.2	ROXBORO	
		L 84.1	END OF TRACK	

### 1. RULES IN EFFECT

Between	Main 1 Track	Main Track
	Rules	
Kinney Yard and Kinney		93
Kinney and Vabrook		171
Vabrook and Hyco Junction	261	
Hyco Junction and End of Track		171

### 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP L 0.0, Kinney Yard and MP L 3.1, Kinney Except: MP L 0.7 to MP L 1.0, Curve	15
MP L 3.1, Kinney and MP L 34.0	10
MP L 34.0 and MP L 73.2	25
Except: MP L 33.5, Vabrook, Through Turnout and Connection Track	35
MP L 37.0, Clarkton to MP L 38.9, Catawba Creek, All Storage Tracks — Restricted Speed not exceeding	15
MP L 54.5 to MP L 54.7, Curves	10
MP L 58.0, Sinai to MP L 59.7, Sutphin, Through Turnouts and Siding	30
MP L 60.0 to MP L 61.6, Through South Boston	25
MP L 61.0, Clover Spur, Through Turnout	20
MP L 72.8, Mayo Creek Spur, Through Turnout	10
MP L 72.8 to MP L 73.1, Northward movements (Restriction will have been complied with when lead locomotive reaches southward signal located at MP L 72.8. Restriction does not apply to movements coming off Hyco or Mayo Creek Spurs.)	30
MP L 73.2, Hyco Spur, Through Turnout	20
MP L 73.2 and MP L 84.1	25
Except: MP L 81.9 to MP L 82.3, Roxboro, Through Turnout and Siding — Restricted Speed not exceeding	10

**DURHAM DISTRICT**  
**Kinney Yard to End of Track**

**3. CHECKING LOCOMOTIVE SPEED INDICATOR**

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

**LOCATION OF TEST MILE SIGNS:**

**SOUTHWARD**

MP L 17.0 to MP L 18.0

**NORTHWARD**

MP L 64.0 to MP L 63.0

**4. DIESEL UNIT RATINGS**

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Southward</b>						
Kinney to Vabrook	1550	2050	2450	3060	3400	4000
Vabrook to South Boston	1800	2400	2850	3555	3950	4660
So. Boston to Picks Siding	1600	2150	2510	3150	3500	4130
<b>Northward</b>						
Picks Siding to So. Boston	1600	2150	2550	3150	3500	4130
So. Boston to Vabrook	1800	2400	2850	3555	3950	4660
Vabrook to Kinney	1600	2150	2550	3150	3500	4130

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Kinney and End of Track	291,000	420,000	315,000	394,500



## DURHAM DISTRICT Kinney Yard to End of Track

### 5. LOCOMOTIVE AND CAR RESTRICTIONS CONT.)

#### B. EQUIPMENT RESTRICTIONS

Equipment restrictions exist at the following locations:

Unless especially authorized, because of clearances which are less than that required for **unrestricted service**:

Cars exceeding Plate "C" dimensions must not be handled through **Durmid Tunnel**, MP L 2.6, Durham District;

**Except:** The following Plate "E" boxcars in series HS 2800 through HS 2949, may be handled through Durmid Tunnel, not to exceed 15 MPH.

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind restricted equipment between Vabrook and MP L 84.0 is as follows:

Southward — 4,100  
Northward — 4,100

Neither Hi-Ad nor 6-axle locomotives with bay windows may be operated in Camp Chemical Industry, MP L 84.0, due to structure clearances.

### 6. SWITCHES AND DERAILS

#### MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP L 41.8 — Nathalie, VA, House Track  
MP L 44.5 — Lenning, VA, Main Track Switch  
MP L 48.0 — Crystal Hill, VA, Team Track  
MP L 50.1 — Crystal Hill, VA, J.M. Huber  
MP L 55.5 — Halifax, VA, Sunshine Mills  
MP L 55.7 — Halifax, VA, Team Track  
MP L 57.2 — Halifax, VA, RTP  
MP L 60.2 — South Boston, VA, North End Storage Track  
MP L 60.7 — South Boston, VA, North End East Storage Track  
MP L 60.8 — South Boston, VA, North End Long Siding  
MP L 60.9 — South Boston, VA, South End Storage Track  
MP L 61.6 — South Boston, VA, Keystone Mills Track  
MP L 66.9 — Cluster Springs, VA, Team Track

**DURHAM DISTRICT**  
**Kinney Yard to End of Track**

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Dudley	L 51.5	BOTH	HBD-DED	MP L 54.0-SW Trains MP L 49.0-NW Trains

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

1. Georgia Pacific-Naruna — MP L 23.7 — dropping by only
2. Catawba Creek — MP L 38.9 — flat switching
3. J.M. Huber — MP L 50.1 — dropping by only
4. Westinghouse Spur — MP L 62.7 — dropping by only
5. Georgia Pacific — MP L 78.3 — dropping by only

**B. SPECIAL INSTRUCTIONS**

**1. MP L 3.1**

Northward trains must not pass MP L 3.1 without first receiving permission from the Piedmont Division Yardmaster.

**2. Close Clearance Conditions**

Account close clearance on the Bibb Track located at Brookneal, VA, MP L 30.7, employees are prohibited from riding on or walking beside equipment while switching this industry.

**3. Rusty Rail Conditions**

Account rusty rail conditions between the following Points:

- MP L 60.5, Edmunds Street, when using siding only
- MP L 61.1, Seymour Street, when using siding only
- MP L 62.1, Westinghouse Spur — for Old Cluster Springs Road Crossing
- MP L 73.17, Hyco Junction and MP L 84.1, End of Track

Causing automatic warning devices protecting road crossings not to work properly, all trains and engines must approach highway crossings protected by automatic warning devices prepared to stop and must not proceed over these crossings until protection has been provided.

**DURHAM DISTRICT**  
**Kinney Yard to End of Track**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. SPECIAL INSTRUCTIONS (CONT.)**

**4. Crossing Warning Devices**

Due to rust on rail, which could prevent the proper operation of Crossing Warning Devices, all train and engine crews operating on or using the Siding Track at Brookneal, VA, Durham District, must stop before entering the following grade crossings and not occupy crossing until a crew member is stationed on the ground to provide flag protection against vehicular traffic:

- MP L 30.9 — Mattox Street
- MP L 31.1 — Lusardi Drive (Rt. 501)
- MP L 31.3 — Main Street

**5. House Track, Brookneal, VA**

When tying up pusher units in the House Track, Brookneal, VA, arrange to leave these units at least 100 feet east of the private road crossing, located at MP V 170.3, Brookneal House Track.

**6. Close Clearance Conditions**

Beware of close clearances.

**NOTE: NS Operating and Safety Rule GR-13(a).**


- (a) Lone Jack between MP L 6.3 and MP L 6.5
- (b) Rustburg between MP L 10.5 and MP L 10.7

**7. “Excepted Track”**

The Durham District between MP L 73.2, Hyco Jct., and MP L 84.1, End of Track, is designated as “Excepted Track” in accordance with FRA Track Safety Standards (Section 213.4). **Rule 95** applies.

# CLOVER SPUR

## South Boston to Odec

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<b>DUR DS</b> 			LYNCHBURG DISPATCHER..... 554 1	
		L 61.1/ F 31.0	SOUTH BOSTON	
		F 33.0	WOLF TRAP	
		F 40.0	SCOTTSBURG	
		F 46.0	CLOVER	
		F 47.4	ODEC	

### 1. RULES IN EFFECT

	Main Track
<b>Between</b>	<b>Rules</b>
South Boston and Odec	171

### 2. MAXIMUM SPEEDS

	Frt. MPH
<b>Between</b>	
MP F 31.0, South Boston and MP F 47.4, Odec	40
Except:	
MP F 31.0, Clover Spur, Through Turnout	10
MP F 31.0 to MP F 31.5, Curves	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

#### EASTWARD

MP F 38.0 to MP F 39.0

#### WESTWARD

MP F 39.0 to MP F 38.0

### 4. DIESEL UNIT RATINGS

None.

**CLOVER SPUR**  
**South Boston to Odec**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
South Boston and Odec	291,000	420,000	286,000	315,000

**B. EQUIPMENT RESTRICTIONS**

None.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. CLOVER POWER PLANT**

1. When yarding coal at Clover, arrange to yard the coal on Track No. 1, which is the track next to the road. Plant personnel will set empties to No. 3 Track.
2. Employees working in the area of Clover, MP F 46.0 to MP F 48.0 use caution getting off and on equipment and walking account material and construction work going on in the area.
3. A sign located 50 feet West of No. 1 power switch, Clover, VA, South side of No. 3 Track, between No. 2 and No. 3 Tracks, sign reads "cut cars off here". This will apply when spotting loaded coal trains in No. 2 and No. 3 Tracks, Clover, VA.
4. All cars left at Clover, VA, will be secured with a minimum of 10% hand brakes and will be left west of the derails on the east end of Tracks No. 1, 2, 3. Track No. 1 (North Track) will be used first for RD cars and then Track No. 2 (middle track), if Track No. 1 is full.
5. Pusher Engineers will stay coupled to the train until the final stop and will let the head end know when the rear pressure is within 15 pounds of the head end feed valve setting. This will allow for good brake cylinder pressure throughout the train. This does not supersede any Form **NS-1**, or **NS Operating Rules** now in effect.

# MAYO CREEK SPUR

## Mayo Junction to Mayo Plant

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
		L 72.8/ M 0.0  M 4.0	LYNCHBURG DISPATCHER..... 554 11  MAYO JUNCTION ..... CP  MAYO PLANT	

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main 1 Track</b>
Mayo Junction and Mayo Plant	<b>Rules</b>
	261

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
MP M 0.0, Mayo Junction and MP M 4.0, Mayo Plant	<b>MPH</b>
Except:	30
MP M 0.0, Mayo Junction, Through Turnout	30
MP M 3.6 to MP M 4.0, Curve	20

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

<b>GROSS WEIGHT IN POUNDS</b>				
<b>Between</b>	<b>Unit</b>		<b>Loaded Car</b>	
	<b>4-Axle</b>	<b>6-Axle</b>	<b>4-Axle</b>	<b>6-Axle</b>
	Mayo Junction and Mayo Plant	291,000	420,000	315,000

#### B. EQUIPMENT RESTRICTIONS

None.

**MAYO CREEK SPUR**  
**Mayo Junction to Mayo Plant**

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. SPECIAL INSTRUCTIONS**

**1. Mayo Power Plant**

Trains handling straggler coal into Mayo Power Plant are to leave these cars on Track L-1, near the plant end of the track. If Track L-1 is blocked, cars are to be put in the track next to Track L-1, near the plant end of the track.

**2. Track L-1, Mayo Power Plant**

All coal trains entering Mayo Power Plant on L-1 Track are to stop at the cross-ties painted white, which are located approximately 2,100 feet from the end of the track and leave train at this location for Mayo Plant to couple to train to commence dumping operations.

**3. Overhead Door — Louisiana Pacific**

When spotting and pulling cars from Louisiana Pacific at MP M 3.6, the rear door must be raised before performing any moves inside the building.

# HYCO SPUR

## HycO Junction to HycO Plant

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
		L 73.2/ HY 0.0  HY 6.3	LYNCHBURG DISPATCHER..... [554] [1]  HYCO JUNCTION ..... (CP)  HYCO PLANT	

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main 1 Track</b>
HycO Junction and HycO Plant	<b>Rules</b>
	261

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
MP HY 0.0, HycO Junction and MP HY 6.3, HycO Plant	<b>MPH</b>
MP HY 6.3, HycO Plant, All Tracks, from Entrance Switch LE 1, Restricted Speed not exceeding	25
	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

#### GROSS WEIGHT IN POUNDS

<b>Between</b>	<b>Unit</b>		<b>Loaded Car</b>	
	<b>4-Axle</b>	<b>6-Axle</b>	<b>4-Axle</b>	<b>6-Axle</b>
HycO Junction and HycO Plant	291,000	420,000	315,000	394,500

#### B. EQUIPMENT RESTRICTIONS

None.



## HYCO SPUR Hyco Junction to Hyco Plant

### 6. SWITCHES AND DERAILS

#### SOLAR-POWERED, PUSH BUTTON SWITCH OPERATION — HYCO PLANT

1. Solar powered, push button switches are located at Progress Energy-Hyco Plant, Hyco, NC. All solar-powered switches are remotely controlled from a control box located in the Fuel Handling Operations Tower. NS employees are prohibited from operating this control box to remotely line switches. Remote alignment from the Dump Tower is to be performed by Progress Energy-Hyco Plant personnel only. They are numbered accordingly and located as follows:
  - LE-1 located approximately 50 feet south of McGees Mill overpass, MP HY 6.5
    - LINED NORMAL:** permits straight track movement from Main Line to South Lead In
    - LINED DIVERGING:** permits movement from Main Line to North Lead In
  - R-14 located at end of South and North Lead In Tracks, approximately 2,500 feet south of LE-1
    - LINED NORMAL:** permits movement to and from South Lead In toward Loop Lead
    - LINED DIVERGING:** permits movement to and from North Lead In crossover toward Loop Lead
  - R-15 located approximately 2,000 feet past R-14, intended divider switch for north and south legs of Loop Track
    - LINED NORMAL:** permits movement to and from south leg of Loop Track
    - LINED DIVERGING:** permits movement to and from north leg of Loop Track
  - R-17 located approximately 3,250 feet from R-15 switch on north leg of Loop Track
    - LINED NORMAL:** permits continued movement down Loop Track on north leg
    - LINED DIVERGING:** permits movement from Loop into south end of By-Pass Track behind Dump Tower
  - R-18 located approximately 250 feet north of R-17
    - LINED NORMAL:** permits continued movement on Loop toward Dumper Pits
    - LINED DIVERGING:** serves as connection to Old Loop Track
  - R-19 located approximately 600 feet north of Dump Pits
    - LINED NORMAL:** permits movement to continue on Loop Track
    - LINED DIVERGING:** permits movement on and off north end of By-Pass Track

Approximately 750 feet north of R-19 switch is the end of the Loop where head end encounters R-15 switch which must be lined for diverging route to permit movement off north leg of Loop back out onto Loop Lead.

**HYCO SPUR**  
**HycO Junction to HycO Plant**

**6. SWITCHES AND DERAILS**

**SOLAR-POWERED, PUSH BUTTON SWITCH OPERATION —  
HYCO PLANT (CONT.)**

All solar powered switches have a circuit protection system that prevents operation of the switch under movement. Trains must stop at least two (2) car lengths prior to all powered switches that require alignment to prevent fouling the circuit and allow for operation of the switch. A Yellow flashing light indicator is located on each switch and will extinguish when switch is locked in position. A flashing indicator that fails to extinguish indicates a switch out of correspondence and the Fuel Handling Operations Tower must be notified for further instructions.

2. To operate the electric controlled switch, north end of the crossover switch at the south end of Track No. 3, push button inside of box on the pole at the switch. The switch is equipped with a protection circuit which, when fouled, will not allow the switch to be thrown. It takes approximately 10 seconds for this switch to throw. The Yellow light on the pole will go out when the switch is locked.

**7. COMMUNICATION INFORMATION**

Dispatcher/Operator	Base Station	Channel	Hours
Fuel Handling Operations	HycO Plant	NW-1	Continuous

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. SPECIAL INSTRUCTIONS**

**1. Rapid Dump Operations — HycO Plant**

All inbound loaded trains (coal, limestone, ammonia) are allowed to enter the plant on the South Lead In Track and proceed to the trestle where sign displaying “NS Stop” is located. Inbound movements may enter the plant to this point for purposes of allowing train in far enough to cut off and release pusher engines in a timely manner. All inbound movements will not pass this “NS Stop” sign until permission has been obtained either via radio or telephone to advance beyond this point. Crews will ensure proper alignment of switch LE-1 upon arrival at the plant.

Crews entering the plant will ensure proper alignment of remote-controlled solar-powered switches and operate push-buttons as necessary for alignment. On occasion, trains may be instructed to enter via the North Lead In, but the South Lead In will be the intended entrance route for inbound trains and no permission is required to enter via this route.

## **HYCO SPUR**

### **Hyco Junction to Hyco Plant**

## **9. DISTRICT INSTRUCTIONS (CONT.)**

### **B. SPECIAL INSTRUCTIONS (CONT.)**

#### **1. Rapid Dump Operations — Hyco Plant (Cont.)**

Crews will ensure proper alignment of all switches including any non-powered switches located in the plant that may be encountered.

All trains will stop at the R-18 switch when train has pulled around the Loop. The Conductor will proceed to the Dump Operations Tower and get with Fuel Handling personnel for instructions. Engineer will not advance past the R-18 switch until clearance to begin dumping has been received from the Conductor working under the direction of the Tower Operator. The Conductor will remain in constant contact with the Engineer relaying instructions regarding train speed (i.e., speed up, slow down, etc.). Dumping speed is 0.4 MPH and Engineers will use Speed Control when locomotive consist is so equipped.

Conductors will call Engineer when the rear car in train has cleared on the south leg of Loop and the R-15 switch has been lined remotely from the Tower to permit departure movement off north leg of the Loop. When the lead end reaches the trestle, Engineers will ensure with the conductor that the R-14 switch has been restored to permit departure out the North Lead In track to exit the plant. Crews will also ensure proper alignment of switch LE-1 at MP HY 6.5 prior to entering turnout on to Hyco Spur Main Line. All outbound movements will contact the Lynchburg Dispatcher for departure clearance and be governed by departure signal at MP HY 6.3.

Conductors must maintain communications with Engineer regarding the alignment of tower-controlled power switches.

Once train is dumped out, Conductor will set out any cars that failed to operate in designated track in old section of Hyco Plant. There is also an overflow storage of empty cars at this location and conductors will follow instructions of the plant personnel as necessary and pick up replacement cars to make a complete 110 car train.

#### **2. Progress Energy Plant (Hyco)**

Hyco crews, when arriving Progress Energy Plant (Hyco) by taxi to pick up empties, must report to Progress Energy security guard at gate. Progress Energy guard, after notifying proper Progress Energy personnel that NS crew has arrived to pick up empties, will permit crew to enter plant.

#### **3. Hyco Plant**

Do not couple air hoses on bridge at Hyco Plant. After locking derail in derailing position, couple air hoses up to bridge, then pull ahead off bridge and finish coupling air hoses.

#### **4. Close Clearance Conditions**

Close clearance conditions exist at the north end of the crossover switch at the south end of Track No. 3, where a power pole is located, which contains the push button for the controlled switch at this location. Employees are not to ride the side of equipment by this location.

## **HYCO SPUR**

### **HycO Junction to HycO Plant**

#### **9. DISTRICT INSTRUCTIONS (CONT.)**

##### **B. SPECIAL INSTRUCTIONS (CONT.)**

##### **5. South Boston V63, V64, and V65**

The Conductor on trains V63, V64, and V65 reporting at South Boston will call the Chief Dispatcher/Lynchburg Dispatcher within 10 minutes of having reported for duty to report Bulletins have been received, and take instructions for the duties of the day.

Any time the V63, V64, or V65 crew is going to be used to dump a train at HycO, the Conductor will call the Fuel Operations Handling Tower Operator giving the plant 30 minutes notice prior to anticipated crew arrival, regardless of whether arriving by taxi or by train. This will allow the plant time to start running conveyor belts, etc. to prepare the plant for unloading. A cell phone has been provided to these crews by CYO and should be used to make these calls.

Any questions regarding these instructions should be handled through the Territory Trainmaster.

##### **6. MP HY 6.5**

All trains and engines departing HycO Plant must contact the Lynchburg Dispatcher prior to passing MP HY 6.5 for permission to leave.

##### **7. Progress Energy Plant at HycO**

All Norfolk Southern train and engine crews operating into Progress Energy Plant at HycO, NC, must attend a training session on handling of Ammonia.

All train and engine crews going to HycO via taxi from South Boston, must stop at the Fuel Handling Blue Maintenance Building where the fuel handling personnel are located and view a Hazardous Material training film and receive verbal instructions. Crew members will be given a card signifying that they have attended this training.

If Progress Energy personnel are not at the Fuel Handling Maintenance Building, make contact with Fuel Handling Supervisor to see if they will be available to conduct this training. If for some reason Progress Energy Personnel cannot conduct this training at this time, the crew members will be allowed to proceed with their work and will be given the training on their next trip.

##### **8. Spot Times**

All Conductors will contact CYO and Chief Dispatcher advising spot times of loaded trains and pull times of empty trains.

##### **9. HycO Plant**

Crews working at HycO Plant will pick up additional empties when requested by plant personnel to fill out the train.

##### **10. Arriving via Taxi at HycO Plant**

Road and local crews arriving via taxi at HycO Plant will not move their train or engine without permission from the Fuel Handling Operations Tower.

##### **11. Close Clearance Conditions**

Close clearance exists on both sides of the dumping pit under the Dump Tower. Trainmen are prohibited from riding cars in either direction on either side in this area.

##### **12. Hard Hat**

Trainmen are required to wear a hard hat while working on the ground in the vicinity of the Dump Tower and the By-Pass Track at HycO Plant.

# ROANOKE TERMINAL

## Vinton to West Roanoke

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LYNCHBURG DISPATCHER..... 554 1	
		N 255.0	VINTON ..... CP	
		N 255.7	BERKLEY ..... CP	
		N 256.1/ VC 0.0	TINKER CREEK..... CP	
			ROANOKE DISPATCHER ..... 2	
		N 256.3	FURNACE CROSSING ..... CP	
		N 257.1	EIGHT & 1/2 STREET ..... CP	
		H 239.2/ N 257.4/ W 0.0	RANDOLPH STREET ..... Y CP	
		N 257.5	N. JEFFERSON STREET..... CP	
		N 257.8	COMMERCE STREET ..... CP	
		N 258.0	PARK STREET ..... CP	
		N 259.1	16TH STREET ..... CP	
		N 259.8	24TH STREET ..... CP	
		N 261.8	23 CROSSOVER ..... CP	
			NEW RIVER DISPATCHER..... 551 1	
		N 262.2	WEST ROANOKE ..... CP	
		N 262.9	WB ..... CP	

### 1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Vinton and Park Street	261	261
Park Street and WB		261

# ROANOKE TERMINAL Vinton to West Roanoke

## 2. MAXIMUM SPEEDS

	Frt.
Between	MPH
MP N 255.6, Berkley and MP N 256.9, 8-1/2 Street Crossing	40
Except:	
MP N 256.1, Through Turnout for Tinker Creek Connection Track	25
MP VC 0.0 to MP VC 1.5, Tinker Creek Connection Track	35
MP N 256.9, 8-1/2 Street Crossing and MP N 258.0, Park Street	25
MP N 258.0, Park Street and MP N 259.8, 24th Street	30
Except:	
MP N 256.1, Through Turnout and Tinker Creek Connection Track	25
MP N 256.9, 8-1/2 Street Crossing to MP N 258.0, Park Street (Main 1 & Main 2), Through all Turnouts and Crossovers	15
MP N 257.2, Through Turnout and East Leg of Campbell Avenue Wye	5
MP N 257.3, Through Turnouts and Station Tracks No. 3 and 4	15
MP N 257.4, Through Turnout and West Leg of Campbell Avenue Wye	10
MP N 258.0, Park Street to MP N 262.3, Through Turnouts and Old Eastward Main Line — Restricted Speed, not exceeding	15
MP N 259.1, 16th Street to MP N 259.8, 24th Street, Through Turnouts and Running Track	15
MP N 259.2 to MP N 259.6, Through Track 57 to Track Rt. 66, CT53, CT56 and CT57, Through Movable Frog	15
MP N 259.8, 24th Street and MP N 262.9, WB	40
Except:	
Through Turnouts and No. 1 Pull-In and No. 2 Pull-In	15
Eastbound Main Line Pull-In Track	15

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

None.

## 4. DIESEL UNIT RATINGS

None.

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

#### GROSS WEIGHT IN POUNDS

	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Between Vinton and West Roanoke	291,000	420,000	315,000	394,500

### B. EQUIPMENT RESTRICTIONS

4-axle loaded cars exceeding 263,000 lbs. not allowed:

Roanoke, VA — Roanoke Belt Line

## ROANOKE TERMINAL Vinton to West Roanoke

### 6. SWITCHES AND DERAILS

#### A. SPRING SWITCHES

North Track to Turntable — 24th Street Outgoing Track and Ready Tracks No. 1 through 7 — located south of diesel fueling facility.

#### B. SPRING SWITCH DERAILS

Motive Power Tracks No. 2 and 3.

**NOTE:** The derails are in normal position when set to derail in westward direction. When set in normal position, derail will properly align under eastward direction.

**NOTE:** These derails are not equipped with indicator lights. Under no circumstances will these derails be left in any position other than derailing position.

### 7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Roanoke Dispatcher	Roanoke, VA	NW-1	Continuous
Roanoke Dispatcher	Roanoke, VA	NW-2	Continuous
Roanoke TML Trainmaster	Roanoke, VA	NW-1	Continuous
Roanoke TML Trainmaster	Roanoke, VA	NW-2	Continuous
Roanoke TML Hump	Roanoke, VA	NW-2	Continuous
Lynchburg Dispatcher	Roanoke, VA	NW-1	Continuous
New River Dispatcher	Salem, VA	NW-1	Continuous
Shenandoah Dispatcher	Roanoke, VA	NW-3	Continuous

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

1. Flat switching is permissible at all locations within the confines of Roanoke Terminal with the exception of the east end of Park St. Yard and the Forwarding Yard. Any location where cars risk rolling back due to grade (uphill) is prohibited. See Division Instruction page.
2. Making running switches and dropping cars by is prohibited entirely.
3. Dropping of cars by gravity at Mennel Milling, Starkey, VA, is prohibited.

# ROANOKE TERMINAL

## Vinton to West Roanoke

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS

##### 1. City of Roanoke, VA and Vinton, VA

The sounding or blowing of engine whistles within the corporate limits of the City of Roanoke, VA, is prohibited.

The sounding or blowing of engine whistles within the corporate limits of Vinton, VA, is prohibited at the following locations:

MP N 255.78 — Old Walnut Avenue

MP N 255.80 — 8th Street / Midway Street

**EXCEPT** where required by another Rule, Federal Regulations or an emergency situation exist, the locomotive, whistle or horn will not be sounded. Norfolk Southern's **Rule 15** concerning the use of the engine bell remains in full force.

##### 2. Forwarding or Classification Yards

Trainmen must not release hand brakes on rear of westward or eastward trains made up in the Forwarding or Classification Yards until road engine is coupled and Blue Signal Protection removed.

##### 3. 24th Street

Trains and engines are to ring the engine bell while approaching and passing 24th Street, to warn employees mounting and dismounting equipment in this area.

##### 4. East of Shaffers Crossing

Trains yarded east of Shaffers Crossing will have hand brakes applied on east end, and trains yarded west of Shaffers Crossing will have hand brakes applied to either the west or east end. Trains yarded in South Roanoke Yard will have hand brakes applied to the east end.

When leaving solid cuts of coal at South Yard, which consist of six (6) or more cars, a "sufficient number of hand brakes" is understood to mean a minimum of six (6) hand brakes, unless more are necessary.

When leaving trains or cuts of cars in the Forwarding Yard Tracks, Park Street Yard Tracks, Receiving Yard Tracks, Old Eastbound Main Line, Eastbound and Westbound Running Tracks east of 15th Street, slack must be bunched, air brake pressure reduced to 20 pounds above zero (0) before hand brakes are set. In addition, a minimum of 40% of the cars must be secured with hand brakes, not to exceed 20 hand brakes per train or cut of cars. All hand brakes must be set on the east end of the above tracks. After securing cars, a crew member will notify Hump Tower Yardmaster that cars are secured and the number of hand brakes applied to cars.

##### 5. Tail Track

No movement will be made on the Tail Track between 24th Street and 16th Street without permission from the Roanoke Dispatcher.

##### 6. Explosive and "No Hump" Hazardous Materials

Prior to cars placarded Explosive and "No Hump" Hazardous Materials cars being shoved to rest over the Hump, radio communications will first be established between the yard crew and the Hump Yardmaster.



## **ROANOKE TERMINAL**

### **Vinton to West Roanoke**

## **9. DISTRICT INSTRUCTIONS (CONT.)**

### **B. SPECIAL INSTRUCTIONS (CONT.)**

#### **7. Over-Speed Alarm**

An over-speed alarm consisting of a flashing Red light and 15-second siren, has been installed on the north side of the 15th Street walk-bridge and outside Hump Tower. The system will activate when a car exits a group retarder in excess of 3 MPH over requested speed destined to a clear track. In the event the over-speed alarm is activated, all employees working in the area of the east end of the Classification Yard must immediately stop all movements and stand in the clear of tracks. When practical, movements must be stopped prior to fouling adjacent tracks.

The Main Tower Yardmaster will notify yard and train crews or other employees working in the area. The Main Tower Yardmaster will then notify the above employees when normal operations may resume.

#### **8. Running Tracks**

The assigned direction of traffic on the Eastbound Running Track is eastward; and the assigned direction of traffic on the Westbound Running Track is westward. Movements must not be made in the opposite direction without permission from the Hump Yardmaster, who, must make arrangements for protection of the movement, before granting such permission.

#### **9. Receiving Track No. 20**

Eastward movements will not enter the Eastbound Running Track through the crossover at the west end of Receiving Track No. 20 (20 crossover) without permission from the Hump Yardmaster or the Utility Switchman at 672.

#### **10. East and West End of Classification Yard**

Prior to yard crews entering the Classification Yard, the Conductor will inform the Hump Yardmaster of the tracks intended to be used by his crew and proper protection must be provided.

These instructions are in place to provide protection for crews working on both the east end and west end of Classification Yard. All employees are to review these instructions and fully comply with its contents.

**NOTE:** This includes the kicking of cars at 15th Street into tracks on the east end.

#### **11. Hump Lead Tracks**

No one will be permitted to cross Hump Lead tracks while humping cars between crest of Hump and Master Retarder. Movement must be stopped or humping completed before crossing track.

Extreme caution must be exercised when crossing tracks at all times.

# ROANOKE TERMINAL

## Vinton to West Roanoke

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### 12. 30th Street

All eastward and westward train and yard movements at 30th Street will be made on the instructions of the Roanoke Dispatcher. Movement must not be made past the dual control switches without the proper interlocking signal indication or until permission is secured from the Roanoke Dispatcher, and it is seen the route is properly lined.

The color light indicators on the dual control switches **DO NOT** indicate block occupancy. A Green aspect will indicate switch in normal position and a Red aspect will indicate switch in reverse position only.

All eastward yard and train movements on the Eastbound Running Track must not be made past a point 750 feet west (as marked by Yellow rubber flaps attached to the switch ties and florescent Yellow paint on adjacent rail both sides of Eastbound Running Track) of the crossover between the Eastbound and Westbound Running Tracks without first securing permission from the Roanoke Dispatcher. Westward movement on the Eastbound Running Track must not be made past a point 740 feet west of 30th Street (as marked by Yellow flaps attached to switch ties and florescent Yellow paint on adjacent rail both sides of Eastbound Running Track) of the crossover between the Eastbound and Westbound Running Tracks without protection as required by Timetable Item No. 8.

Before the Roanoke Dispatcher has given a train or locomotive permission to pass 30th Street, the Train Dispatcher will issue blocks on the D3 crossover, once it is lined for the intended route. These blocks are to remain in place until the movement has entirely passed this location. If in doubt as to whether or not the movement has passed this location, the Train Dispatcher will ask train or engine if movement has been completed.

##### 13. Shaffers Crossing

Train and engine service employees must notify the Working Gang Leader at Shaffers Crossing:

Immediately before entering motive power tracks;

Train and Engine Service Employees may couple units, if instructed by the Working Gang Leader. If instructed to couple to standing units, the Working Gang Leader, Fuel Track must be notified when units are coupled. Train and Engine Service Employees must notify the Working Gang Leader when all crew members are in the clear and units have been properly secured as prescribed by **Rule L-236(1), Form NS-1**.

Your attention is directed to that part of **Rule 26(e)**, which reads in part: "...The entering engine must stop before coupling". This refers to Servicing Track East of the derail.

Train and engine service employees will leave locomotives within 25 feet of the Blue Signal and Derail, which is located approximately 100 feet from Locomotive Servicing Facility. **Exception:** If Fuel Track is clear and under the authority of the Working Gang Leader, the locomotive consist may be moved on to the Fuel Pad. If locomotives are to be left on the Fuel Pad, Mechanical Department Personnel, under the direction of the Working Gang Leader will be responsible for separating of the locomotives.

## **ROANOKE TERMINAL Vinton to West Roanoke**

### **9. DISTRICT INSTRUCTIONS (CONT.)**

#### **B. SPECIAL INSTRUCTIONS (CONT.)**

##### **14. Motive Power Tracks 2 and 3 — Shaffers Crossing**

Engines arriving on Motive Power Tracks 2 and 3, Shaffers Crossing, must not move east of stationary derails and Blue signals, located 165 feet west of fueling pad, without specific instructions from Mechanical Department Supervisor at that location.

Motive Power Track 1 has a switch point spring derail located 500 feet west of the Hostlers' Shanty. It is equipped with Blue signals, and is designed to be trailed through by a westward movement, the derail is locked in this position with a Mechanical Department lock.

An eastward movement must not be made through the derail until Mechanical Department Supervisors have been contacted. They will align the switch point derail, remove the Blue Signal Protection, and protect for eastward movement.

Switches at the west end of Tracks 1 through 7, Motive Power Ladder, 30th Street, must at all times be locked and lined for ladder when not in use.

Roanoke Dispatcher will not allow entrance into Track No. 7 Motive Power, until Mechanical Department Dispatch Foreman or ranking supervisor on-duty at Shaffers Crossing Locomotive Shop advises that derail and Blue Signal Protection have been removed. Train and engine crews must ensure that derails are in the "Off" Position.

Maximum authorized speed is 5 MPH for all movements on Motive Power Tracks No. 2 and 3, between Motive Power Ladder and stationary derails and Blue signals.

Before setting out or leaving a single "dead" locomotive on Inbound Motive Power Tracks, communicate with the Motive Power Foreman for instructions.

##### **15. Empty Side Yard at 510**

Trains or engines must not move westward onto the Freight Runner from Empty Side Track No. 1 through 8, Westbound Running Track, or Eastbound Running Track at the west end of the Empty Side Yard at West Roanoke without instructions from Roanoke Dispatcher.

##### **16. Receiving Yard and Diamond Crossover at 672**

Trains and engines moving westward out of the Receiving Yard must receive permission from the Hump Yardmaster. This includes any movement west of the Diamond Crossover at 672 into No. 1 or No. 2 Pull-In Tracks or the Main Line Pull-In Track.

# ROANOKE TERMINAL

## Vinton to West Roanoke

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### 17. No. 1 and No. 2 Pull-In Tracks

The following procedure governs westward movements on No. 1 and No. 2 Pull-In Tracks.

The westward dwarf signals located at MP N 261.3, near the east end of No. 1 and No. 2 Pull-In Tracks, will display the following aspects:

- Stop Signal — **Rule 292(g)**;
- Restricting Signal — **Rule 290(k)**.

All westward movements on No. 1 and No. 2 Pull-In Tracks must not pass these signals when displaying a "Stop" indication, without permission of the New River Dispatcher. After ensuring no conflicting movements, the New River Dispatcher will grant permission to pass the "Stop" signal.

Before leaving any equipment unattended on either No. 1 or No. 2 Pull-In, permission must be secured from the New River Dispatcher.

Protection for track equipment, not in Roadway Worker mode, between the dwarf signals at West Roanoke, MP N 261.3 and the controlled signals at WB will be provided by the Yardmaster on the east end and the Train Dispatcher/Control Operator on the west end.

Protection for Roadway Workers on these tracks will be governed by existing NS Roadway Worker Protection Rules for non-controlled track.

##### 18. Running Track, East of 24th Street

When Mechanical Department employees require Blue Signal Protection on the Running Track, East of 24th Street to inspect, test, repair or service railroad cars and locomotives, these employees will place a Blue Signal/Derail on the track, just East of the Material Management Road Crossing, East of 24th Street.

All employees are to be on the lookout for this Blue Signal/Derail when moving East by 24th Street on the Running Track.

##### 19. South Yard

Westward train and yard movements on ladder at west end of South Yard must stop short of and not proceed west of stop sign located 150 feet east of Track No. 3 clearance point on south side of track without securing permission from the Roanoke Dispatcher.

##### 20. South Yard Tracks 1, 2, and 3

All trains entering South Yard Tracks 1, 2, and 3 will ensure with Roanoke Dispatcher that train has cleared west end of track prior to cutting units or leaving train.

Trains being yarded in the South Yard are to pull to the east end of the track being yarded in before securing their train.

##### 21. East End of South Yard

All trains and engines must receive permission of the Roanoke Dispatcher to open a switch or occupy the ladder at the east end of the South Yard. When receiving yarding instructions, this does not include the use of this ladder, unless so stated when the yarding instructions are received from the Roanoke Dispatcher.

# ROANOKE TERMINAL

## Vinton to West Roanoke

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### 22. Crew Hauler

Train crews arriving South Yard are to call the Terminal Trainmaster or Yardmaster at Roanoke to arrange for crew hauler to pick up the crew. Crews are to make this notification about 15 minutes prior to needing transportation. If unable to reach the Trainmaster or Yardmaster via radio, contact the Roanoke Dispatcher who will in turn make notification to the Terminal Trainmaster.

##### 23. South Roanoke Yard

Any movement in the South Roanoke Yard will be under the jurisdiction of the Roanoke Dispatcher.

##### 24. MP N 262.9 — “WB” Interlocking

Westward control signal at West Roanoke, MP N 262.2 is equipped with a lunar light installed to the lower left of the westward signal for Main 2.

When Approach Diverging aspect is displayed at West Roanoke, westward signal, Main 2, and route is lined for movement into Main 1 through 433 crossover, the lunar light will be lighted.

When an Approach Diverging aspect is displayed at West Roanoke, westward signal, Main 2, and lunar light is not lighted, route will be considered to be lined for movement into Main 1 through 443 crossover.

##### 25. Close Clearance Conditions

Account close clearance conditions at the following conditions at the following locations, employees are prohibited from riding the side of equipment, account clearance will not permit riding side of equipment:

- On north side of equipment at the east end of the New Paint Shop; Between No. 4 Storage Yard Track and Mosher Steel Lead, East Roanoke Shops;
- Industry Gate, at Coca-Cola Bottling Company of Roanoke, Inc., MP N 257.0 plus 4,441.19 feet;
- Between No. 4 Storage Yard Track and Mosher Steel Lead, East Roanoke Shops;
- At the walkway bridge, Mullins Track, MP N 259.7;
- Passing the Dwarf Signals, located at the east end of Track Nos. 1, 2, 3 and 4 South Roanoke Yard, MP V 243.11;
- Between Track Nos. 5, 6, 7 and 8, South Roanoke Yard.

##### 26. Mullins Track, MP N 259.7

Equipment exceeding Plate B (10'8" in wide) must not be handled by the walkway bridge, Mullins Track, MP N 259.7.

##### 27. Receiving Yard

Prior to coupling to or moving cars in any track in the Receiving Yard, crew members will contact Hump Yardmaster or Utility Switchman and ascertain that Utility Switchman is in the clear of the track to be coupled to or moved.

Track must not be coupled to or moved until it is determined that the Utility Switchman is in the clear.

# ROANOKE TERMINAL

## Vinton to West Roanoke

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### 28. Dual Control, Power-Operated Yard Switches

The following dual control, power operated yard switches are in service and located approximately 1,200 feet west of MP N 259.0 at 16th Street:

- (a) The east and west crossover switches between the Running Track and the Westbound Running Track.
- (b) The crossover switches between the Eastbound Running Track and the Westbound Running Track.
- (c) The switch from Westbound Running Track to the Tail Track. This switch will be lined normal for the Westbound Running Track.
- (d) The switch from Eastbound Running Track to the No. 9 Forwarding Yard Track. This switch will be lined normal.

All eastward and westward train and engine movements transversing the above power switches must not pass the points as marked with fluorescent Orange paint on ends of ties approximately 75 feet from the power switch points unless permission has been obtained from the Roanoke Dispatcher and route is seen to be properly lined.

Each of the above dual control, power operated switches will be equipped with a color light S-W-I-T-C-H P-O-I-N-T I-N-D-I-C-A-T-O-R which will display a G-R-E-E-N indication when the switch is in normal position, and R-E-D indication when the switch is in reverse position.

##### 29. Excepted Tracks

The following tracks in Roanoke Terminal are designated as "Excepted Track" in accordance with FRA Track Safety Standards (Section 213.4):

1. All tracks at East End Shops area  
**Except:** Fence Tracks, East End Shop Main Line, East End Shop Switching Lead, and Roanoke Valley Resource Authority tracks.
2. East Yard in South Yard — Tracks 5 and 6.
3. Roadway Material Yard — All Tracks, except Material Yard Lead between EB Main Line and Whitethorne District.
4. Water Softener Hill track.
5. Rip Tracks 1 through 5.
6. Old Shop Tracks 1, 2, 3, 4, and 5.

**Rule 95** applies.

## **ROANOKE TERMINAL**

### **Vinton to West Roanoke**

## **9. DISTRICT INSTRUCTIONS (CONT.)**

### **B. SPECIAL INSTRUCTIONS (CONT.)**

#### **30. Roanoke Terminal**

In an effort to enhance the prompt departure of run through trains at Roanoke Terminal, crew members of trains destined Roanoke Yard are to arrange to notify the respective Train Dispatcher/Control Operator of any problem, defects, etc., that the inbound unit consist will need corrected before being run through Roanoke Yard.

This notification must be made at least two (2) hours prior to the anticipated arrival at Roanoke Yard Board.

The Train Dispatcher/Control Operator will in turn relay this information to the Roanoke Terminal Trainmaster for correction on arrival of train.

#### **31. Cut on the Fly Device**

Any coal or grain train arriving Roanoke Terminal, that is equipped with a cut on the fly device, are to contact and notify the West End Car Foreman at Roanoke, that their train is equipped with cut on the fly device, and advise as to where their train will be yarded.

#### **32. Roanoke Terminal Receiving Yard**

All trains and yard crews entering or leaving Roanoke Terminal Receiving Yard, Forwarding Yard or the Empty Side Yard will be governed by the following instructions:

- (a) Prior to cars being shoved into any of the above yards, where the adjacent track/tracks has a "Blue Flag" at or near the entrance, the train crew must notify the West Yard Car Foreman via radio that a shove is about to be made, giving Car Foreman the track you are about to shove into and from which direction.
- (b) When a train or engine is moving into or through the above tracks with "Blue Flag" protection at or near entrance of adjacent tracks, the bell must be ringing until movement has stopped or has exited the track.
- (c) Conductors and Utility Employees will be responsible for notifying Car Foreman prior to shoving cars into and/or out of the Receiving Yard when "Blue Flag" protection is at or near the entrance of adjacent tracks.

The above instructions are issued so that Carmen who may be inspecting adjacent track(s) will be informed of impending moves.

#### **33. MP N 259.7 — Hump Road Crossing**

The crossover, located east of Hump Road Crossing at MP N 259.7, connecting the Westbound Running Track to the Eastbound Running Track must not be fouled without permission from Hump Yardmaster.

#### **34. North Yard and South Yard, Roanoke Terminal**

All crews yarding trains at Roanoke Terminal (North Yard and South Yard), are to leave cuts of cars on the ground air plug, where ground air is available. When possible, the head car must be left at the ground air plug, so the Mechanical Department can couple them to ground air.

# ROANOKE TERMINAL

## Vinton to West Roanoke

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### 35. Yard Air Line Hoses

Yard air line hoses, when not in use, should be left in the clear of walkways. These yard air line hoses, when not in use, should be stored up against the rail and not on the rail where they can be cut. Mechanical and Transportation Department employees both handle these yard air line hoses. We all must ensure that we properly store these hoses after use.

##### 36. Lack of Walkway

Do not walk, mount or dismount equipment on the south side of Track 57— Old Eastbound Main Line between MP N 256.1 and MP N 257.2 due to lack of walkway between track and waterway.

##### 37. MP R 11.2 — WHPT Trucking

100% hand brakes are required on cars being placed at WHPT Trucking, Starkey, VA at MP R 11.2. No cars are to be left between the switch and the dump shoot to allow customer head room to drop cars down while unloading.

##### 38. Orange Flaps at No. 1 and No. 2 Pull-In Tracks

ORANGE FLAPS have been attached to the track ties on No. 1 and No. 2 Pull-In Tracks, approximately 375 feet west of the Diamond Crossover at 672, located at MP N 261.0. All Eastward train and engine movements on No.1 and No. 2 Pull-In Tracks, must stop west of these flaps, and not proceed eastward until permission is received from the Hump Yardmaster.

These flaps have been installed to protect light engine movements which could be moving just west of the Diamond Crossover at 672.

ORANGE FLAPS have been attached to the track ties on the Eastbound and Westbound Running Tracks, approximately 500 feet west of the adjoining cross-overs west of 672, located at MP N 261.1. These flaps are an early warning for Eastward movements approaching 672. Crews should stop short of fouling these crossovers on the Eastbound and Westbound Running Tracks at 672 and obtain permission from the Hump Yardmaster before proceeding further.

##### 39. Orange Flaps at 30th Street

ORANGE FLAPS have been placed 300 feet west of 30th Street on the Westbound Running Track to allow room for light unit moves out of the round-house. Do not leave equipment east of these flaps.



# ROANOKE TERMINAL

## North Roanoke to Starkey

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		H 236.9	SHENANDOAH DISPATCHER..... 552 3	
			NORTH ROANOKE..... CP	
			ROANOKE DISPATCHER..... 2	
		H 238.0	95 CROSSOVER..... CP	
		H 238.9	65 CROSSOVER..... CP	
		H 239.2/ N 257.4	RANDOLPH STREET..... CP	
		N 257.5	N. JEFFERSON STREET..... CP	
		N 257.8	COMMERCE STREET..... CP	
		N 258.0	PARK STREET..... CP	
			N 257.4/ W 0.0	RANDOLPH STREET..... CP
		W 0.2	CAMPBELL AVENUE..... CP	
		W 1.0/ V 243.1	JK..... C	
		W 1.4	SOUTH JEFFERSON..... CP	
		W 1.4/ R 6.9	BELT LINE	
			SHENANDOAH DISPATCHER..... 552 3	
		R 7.8	BROADWAY..... CP	
		R 12.0	STARKEY..... VL CP	

### 1. RULES IN EFFECT

Between	Main 2 Track	Main 1 Track
	Rules	
North Roanoke and Randolph Street	261	261
Randolph Street and Campbell Avenue		261
Campbell Avenue and JK		261
JK and Starkey		261

# ROANOKE TERMINAL

## North Roanoke to Starkey

### 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP H 235.9, Yard Limit Sign, North Roanoke and MP H 238.6 Except: MP H 236.9, Through Equilateral Turnout MP H 238.0, Through 95 Crossover	40  35 25
MP H 238.6 and MP H 239.2, Randolph Street Except: MP H 238.9, Through 65 Crossover MP H 239.2, Through Turnouts and Station Tracks No. 3 and No. 4 MP H 239.2 / MP N 257.4, Through Turnouts	25  15 15 15
MP W 0.0, Randolph Street and MP W 1.8 Except: MP W 0.0, Through Turnout Campbell Avenue Wye MP W 0.3, Through Turnout and Through East Leg of Campbell Avenue Wye	15  10 5
MP W 1.8 and MP W 2.3 (MP R 7.3) Except: MP W 1.8, Through Turnout and Roanoke Belt Line	25  15
MP R 7.3 and MP R 12.0, Starkey	25

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

#### GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
North Roanoke to Starkey	291,000	420,000	315,000	394,500

#### B. EQUIPMENT RESTRICTIONS

4-axle loaded cars exceeding 263,000 not allowed on Roanoke Belt Line.

**ROANOKE TERMINAL**  
**North Roanoke to Starkey**

**6. SWITCHES AND DERAILS**

**A. SPRING SWITCHES**

See Roanoke Terminal — Vinton to West Roanoke.

**B. SPRING SWITCH DERAILS**

See Roanoke Terminal — Vinton to West Roanoke.

**C. MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS**

MP H 237.5 — Hill Stone Yard, North Roanoke

**7. COMMUNICATION INFORMATION**

See Roanoke Terminal — Vinton to West Roanoke.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

See Roanoke Terminal — Vinton to West Roanoke.

## ROANOKE TERMINAL Demuth to Salem Connection

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		V 240.0	LYNCHBURG DISPATCHER..... [554] [1]	
			DEMUTH..... (VL) (CP)	
			ROANOKE DISPATCHER..... [2]	
		V 243.1/ W 1.0	JK ..... (C)	
		V 245.2	WEST END SOUTH ROANOKE YARD ..... (VL) (CP)	
		V 246.7	BELT LINE..... (CP)	
			NEW RIVER DISPATCHER..... [551] [1]	
		V 250.9/ SX 1.7	SALEM CONNECTION ..... (CP)	

### 1. RULES IN EFFECT

	Main 1 Track	Yard Track
<b>Between</b>	<b>Rules</b>	
Demuth and JK	261	
JK and West End South Yard		93
West End South Yard and Salem Connection	261	

### 2. MAXIMUM SPEEDS

	Frt. MPH
MP V 240.5, Demuth and MP V 243.1, JK	25
Except:	
MP V 240.0, Through Turnout and Tinker Creek Connection Track	35
All Tracks 9th Street Industrial Park	5
MP V 243.1, JK and MP V 245.2, West End South Roanoke Yard — Track A-1 Restricted Speed, not exceeding	15
MP V 245.2, West End South Roanoke Yard and MP V 246.7, Belt Line	15
MP V 246.7, Belt Line and MP V 248.2	30
MP V 248.2 and MP V 250.9, Salem Connection	40

**ROANOKE TERMINAL**  
**Demuth to Salem Connection**

**3. CHECKING LOCOMOTIVE SPEED INDICATOR**

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

**LOCATION OF TEST MILE SIGNS:**

None.

**4. DIESEL UNIT RATINGS**

None.

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Demuth and Salem Connection	291,000	420,000	315,000	394,500

**B. EQUIPMENT RESTRICTIONS**

None.

**6. SWITCHES AND DERAILS**

**A. SPRING SWITCHES**

See Roanoke Terminal — Vinton to West Roanoke.

**B. SPRING SWITCH DERAILS**

See Roanoke Terminal — Vinton to West Roanoke.

**7. COMMUNICATION INFORMATION**

See Roanoke Terminal — Vinton to West Roanoke.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

See Roanoke Terminal — Vinton to West Roanoke.

# CHRISTIANSBURG DISTRICT

## West Roanoke to Bluefield

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			NEW RIVER DISPATCHER..... [551] [1]	
		N 261.9/ N 262.2	WEST ROANOKE .....	(CP)
		N 262.4/ N 262.9/ SX 0.0	WB .....	(CP)
		N 264.1/ S 0.0	Salem	
		N 267.2/ V 253.2	VN .....	(CP)
		N 267.7	GLENVAR.....	(CP)
		N 271.1	HBD-DED ( <i>Yatesman's</i> )	
		N 273.3	SINGER .....	(CP)
		N 276.0	HCD ( <i>Green Hill</i> )	
		N 282.2	ARTHUR.....	(CP)
		N 284.6	MONTGOMERY.....	(CP)
		N 289.3/ CA 0.5		
		N 289.7	CHRISTIANSBURG .....	(CP)
		N 289.9	HBD-DED ( <i>Cambria</i> )	
		N 290.5	PELTON.....	(CP)
		N 297.6/ NB 297.5	WALTON .....	(CP)
		N 302.3	MEADOW .....	Y (CP)
		N 306.3	COWAN .....	(CP)
		N 308.7	BELSPRING.....	(CP)
		N 311.0	HBD-DED ( <i>Dry Branch</i> )	

# CHRISTIANSBURG DISTRICT

## West Roanoke to Bluefield

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			NEW RIVER DISPATCHER..... 551 1	
		N 320.6	PEMBROKE ..... (CP)	
		V 308.3/ N 324.5	POTTS VALLEY JUNCTION ..... (CP)	
		N 327.6	HBD-DED ( <i>Curve</i> )	
		N 329.9	PEARISBURG ..... (CP)	
		V 316.8/ N 332.8	NARROWS ..... (CP)	
		N 336.4	ROBINSON..... (CP)	
		N 340.4	HBD-DED ( <i>State Line</i> )	
		N 340.5	GLEN LYN ..... (CP)	
		N 343.8		
		V 327.0/ N 344.1	PD JUNCTION ..... (CP)	
		N 344.8	KV ..... (CP)	
		N 347.5	OAKVALE ..... (CP)	
		N 351.1	DED-SAD ( <i>McKenzies Mill</i> )	
		N 354.3	BLAKE..... (CP)	
		N 360.2	RD..... (YL) (CP)	
		N 362.0	MOORES..... (CP)	

# CHRISTIANSBURG DISTRICT

## West Roanoke to Bluefield

### 1. RULES IN EFFECT

Between	Main 2 Track	Main 1 Track
	Rules	
West Roanoke and Bluefield	261	261

### 2. MAXIMUM SPEEDS

Between	Fr.
	MPH
MP N 262.9, WB and MP N 267.9	45
Except:	
MP N 262.8, Through Crossover (No. 11)	15
MP N 263.0 to Salem Connection Track, Through Crossover	35
MP N 263.0, Crossover (No. 1)	35
MP N 264.1, Catawba Branch, Through Turnout	10
MP N 267.2 to VN Connection Track, Through Turnout	35
MP N 267.9 and MP N 279.0	50
Except:	
MP N 267.8, Glenvar, Through Crossovers	40
MP N 270.3 to MP N 271.2, Curves	45
MP N 271.2 to MP N 271.6, Curve	35
MP N 272.5 to MP N 273.1, Curves	35
MP N 273.3, Singer, Through Crossovers	40
MP N 273.5 to MP N 273.8, Curve	40
MP N 275.0, All eastward trains exceeding 6,000 feet in length, except solid loaded bulk commodity trains. (Restriction will have been complied with when leading end of movement has passed this location).	25
MP N 276.1 to MP N 276.4, Curves	40
MP N 278.3 to MP N 279.0, Curves	35
MP N 279.0 and MP N 289.5	30
Except:	
MP N 282.2, Arthur, Through Crossover	30
MP N 284.6, Montgomery, Through Crossover	30
MP N 289.5 and MP N 306.2	35
Except:	
MP N 289.6, Christiansburg, Through Crossover	35
MP N 290.4, Pelton, Through Crossover	35
MP N 292.7 to MP N 293.8, Curves	30
MP N 295.8 to MP N 296.1, Curves	30
MP N 297.6, Walton, Through Crossovers	35
MP N 302.3 to Wye Track, Through Turnout	15



# CHRISTIANSBURG DISTRICT West Roanoke to Bluefield

## 2. MAXIMUM SPEEDS

Between	Rhwy.	Frt.
	MPH	
MP N 306.2 and MP N 309.9 Except: MP N 306.2, East End Double Track, Cowan, Through Turnout MP N 308.7, West End Double Track, Belspring, Through Turnout	35	35
MP N 309.9 and MP N 320.2 Except: MP N 309.9 to MP N 310.3, Curves MP N 313.7 to MP N 314.2, Curves MP N 316.1 to MP N 317.4, Curves MP N 319.7 to MP N 320.2, Curves	35	35
MP N 320.2 and MP N 339.8 Except: MP N 320.6, Pembroke, Through Turnout MP N 324.1 to MP N 324.5, Curves MP N 324.4 to Potts Valley Connection Track, Through Turnout MP N 324.5, Potts Valley Junction, Through Turnout West End Double Track MP N 326.4 to MP N 327.3, Curves MP N 329.5 to MP N 330.7, Curves MP N 329.9, Pearisburg, Through Turnout East End Double Track MP N 332.8, Narrows Connection to Whitethorne District Connection Track, Through Turnout MP N 332.9, Narrows, Through Crossover MP N 333.5 to MP N 335.2, Curves MP N 336.4, Robinson, Through Crossover	40	40
MP N 339.8 and MP N 343.1 Except: MP N 340.5, Glen Lyn, Through Crossover MP N 340.8 to MP N 343.1, Curves	30	30
MP N 343.1 and MP N 345.8 Except: MP N 343.8, PD Junction, Through Crossover MP N 344.1, PD Junction, Through Turnout and Pocahontas Division Connection Track MP N 344.9, Kellysville, Through Crossover	30	30
MP N 345.8 and MP N 353.0 Except: MP N 347.5, Oakvale, Through Turnout	25	25
MP N 353.0 and MP N 360.2, RD Except: MP N 354.3, Blake, Through Crossover MP N 355.2 to MP N 355.8, Curves	30	30
MP N 360.2, RD and MP N 364.0, Main 1 and Main 2	25	25
MP N 360.4, Virginia Division Pull-In Track	20	20

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

#### WESTWARD

MP N 267.0 to MP N 268.0  
MP N 335.3 to MP N 336.3

#### EASTWARD

MP N 357.0 to MP N 356.0

## CHRISTIANSBURG DISTRICT West Roanoke to Bluefield

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Roanoke to Walton	1400	1850	2250	2745	3050	3590
Walton to Bluefield	1300	1750	2100	2565	2850	3360
<b>Eastward</b>						
Bluefield to Walton	3300	4400	5250	6525	7250	8550
Walton to Roanoke	2100	2800	3350	4140	4600	5430

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

Between	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Roanoke and Bluefield	291,000	420,000	315,000	394,500

#### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted equipment between Roanoke and Walton:

Westward — 5,300

Eastward — 5,300

Maximum safe trailing tonnage behind Restricted equipment between Walton and Bluefield:

Westward — 4,500\*

Eastward — 5,300

\***Except:** 4,100 Tons westward to Bluefield behind TTOX (Single Axle Truck) flat cars and articulated spine cars.

Unless especially authorized, because of clearances which are less than that required for **unrestricted service:**

TTX Tri-levels and other over dimensional loads/cars are prohibited on Bluefield Yard Tracks 1 through 8, MP N 363.2, under Belcher Street Bridge.

## **CHRISTIANSBURG DISTRICT West Roanoke to Bluefield**

### **6. SWITCHES AND DERAILS**

#### **A. MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS**

- MP N 295.4 — Vicker, VA, Station Siding
- MP N 307.8 — Belspring, VA, House Track
- MP N 316.0 — Eggleston, VA, Station Siding
- MP N 333.5 — Narrows, VA, Station Siding
- MP N 340.2 — Glen Lyn, VA, Station Siding
- MP N 347.0 — Oakvale, WV, Station Siding
- MP N 352.6 — Ingleside, WV, Station Siding

#### **B. CONTROLLED ELECTRIC LOCK SWITCHES**

The unlock must be obtained from the New River Dispatcher before the following switches can be operated:

- MP N 289.6 — Christiansburg Yard, Main Track Switch

#### **C. SPRING SWITCHES**

Bluefield, WV — MP N 365.4, west end of Long 8 and Long 4

**NOTE:** Normal position for this switch will be lined for Long 4. Traffic moving on Long 8, will not have to handle this switch when in normal position.

Following are instructions for hand operation of power switches at RD and returning such switches to normal position.

To place on hand throw, pull the ring on the outside of the lever latch rod toward the handle of the lever. At the same time, raise the lever to the horizontal position and release the ring. It may be necessary to move the lever over to the opposite position before the latch rod will engage for the hand-throw operation. With the latch rod engaged, operate by hand as required.

To return the switch machine to power operation when the hand throw lever is in its horizontal position, pull the ring and allow the lever to drop into the stand. Release the ring, the lever will drop to its lowest point in the stand and thereby close the hand throw switch.

Switch must be left on power operation to replace the switch lock and for safe train movement over it.

## CHRISTIANSBURG DISTRICT West Roanoke to Bluefield

### 7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Roanoke Dispatcher	Roanoke, VA	NW-2	Continuous
Roanoke Dispatcher	Roanoke, VA	NW-1	Continuous
Roanoke Terminal Yardmaster	Roanoke, VA	NW-2	Continuous
Roanoke Terminal Trainmaster	Roanoke, VA	NW-1	Continuous
New River Dispatcher	Ada, WV	NW-2	Continuous
Bluefield Yardmaster	Bluefield, VA	NW-1	Continuous

### 8. DETECTOR INSTRUCTIONS

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Yatesman's	N 271.1	BOTH	HBD-DED	MP N 274.0-WW Trains MP N 268.0-EW Trains
Green Hill	N 276.0	BOTH	HCD	MP N 284.9-WW Trains
Cambria	N 289.9	BOTH	HBD-DED	MP N 293.0-WW Trains MP N 287.0-EW Trains
Dry Branch	N 311.0	BOTH	HBD-DED	MP N 314.0-WW Trains MP N 308.0-EW Trains
Curve	N 327.6	BOTH	HBD-DED	MP N 331.0-WW Trains MP N 325.0-EW Trains
State Line	N 340.4	BOTH	HBD-DED	MP N 343.0-WW Trains MP N 337.0-EW Trains
McKenzies Mill	N 351.1	BOTH	SAD-DED	MP N 354.0-WW Trains MP N 348.0-EW Trains

Restricted High Car Detector is in service at MP N 276.0 (Greenhill, VA) on the Christiansburg District for westward trains.

You will be governed by the following instructions:

The detector will announce "High car from axle ### through axle ###", when high cars are detected, ### is the first axle with a restricted high car and ### is the last axle with restricted height car. The cars between the axle counts may or may not have restricted height cars. The train crew is not required to stop the train for inspection if they are routed away from the restricted height obstruction. (Pepper Tunnel, MP N 305.2 and Montgomery Tunnel Main 1 Track, MP N 284.9). If the train is routed to the restriction, they must stop their train short of the obstruction and do not proceed without notifying the proper authority for further instructions. The Train Dispatcher/Control Operator must be notified immediately when the crew knows they are routed to the obstruction.

If the height detector malfunctions while a train is passing, the message, "Height Detector Malfunction" will be broadcast. The train crew is not required to stop the train for inspection if they are routed away from the restricted height obstruction, however, they must contact the Train Dispatcher/Control Operator immediately to contact the Signal Department. If the train is routed to the restriction, they must stop their train short of the obstruction, and do not proceed without notifying the proper authority for further instructions. The Train Dispatcher/Control Operator must be notified immediately to contact the Signal Department.

All other radio messages from Hot Box Detectors will remain the same.

## **CHRISTIANSBURG DISTRICT West Roanoke to Bluefield**

### **9. DISTRICT INSTRUCTIONS**

#### **A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

Salem Stub Track, MP N 264.2.

#### **B. SPECIAL INSTRUCTIONS**

**1. Westward Trains that Double out of Roanoke**

Westward trains that double out of Roanoke, must contact the New River Dispatcher before proceeding, if the head end of train is west of the Bridge Signals.

**2. Corporate Limits of Salem**

Except in case of emergency or when necessary to transmit signals, use of engine whistle or horn within corporate limits of Salem is prohibited by Ordinance.

**3. Grade Crossings and Flag Protection**

Trains must stop before entering grade crossings and flag protection against vehicular traffic must be provided before crossing is occupied at the following locations:

Glenvar Middle Track between MP N 268.0 and MP N 268.5,  
Kroger Road Crossing

Christiansburg Yard — Kingston Branch:  
Route 11-460 Crossing

**4. Elliston, VA**

Trains stopping at Elliston, VA, must stop short of the Post Office or Down Town Elliston, VA, during the hours of 10:00 PM and 7:00 AM.

**5. Cambria Street Crossing**

Christiansburg Town Ordinance prohibits use of engine whistle or horn in approach to Cambria Street Crossing (State Route 11), MP N 290.2, just west of Christiansburg Station.

**6. Excepted Track**

The Kingston Branch, Christiansburg, VA, is designated as "Excepted Track" in accordance with FRA Track Safety Standards (Section 213.4). **Rule 95** applies.

**7. Walton Storage Track**

When setting off cars at the Walton Storage Track, they must be left on the west end of track if practical. If cars are in the track when set-off is made, make sure all cars are coupled and properly secured before leaving.

**CHRISTIANSBURG DISTRICT**  
**West Roanoke to Bluefield**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. SPECIAL INSTRUCTIONS (CONT.)**

**8. Bridge 825**

Alignment detector is located at Bridge 825, near MP N 349.0, west of Oakvale, WV. When a westward movement on either track receives a Stop indication on signal at Oakvale crossover, or when an eastward movement received a Stop indication on Signal at MP N 350.0, it must not proceed until it has been ascertained that Bridge 825 is in proper alignment.

**9. Bridge 831**

Alignment detector is located at Bridge 831, Ingleside, WV, MP N 352.8. When a westward movement on either track receives a Restricting indication on Signal at MP N 352.5, or when an eastward movement on either track receives a Stop indication on signal at Blake crossovers, it must not proceed until it has been ascertained that Bridge 831 is in proper alignment.

**10. Blocking of Road Crossing at Ingleside, WV, and Blake, WV**

Due to numerous complaints concerning the blocking of road crossing at Ingleside, WV, and Blake, WV, all trains, if receiving a signal which indicates that route ahead is occupied will immediately communicate with the New River Dispatcher and check to see if stop should be made short of any road crossing.

**11. Switching Limits at Bluefield**

The switching limits at Bluefield are extended as follows:

To Flat Top, MP N 374.6, Pocahontas District and to Sam, MP CV 373.3 on the Clinch Valley District.

**12. Glen Lyn**

When picking up at Glen Lyn, trains must stop sufficient distance from the crossings so they will not be blocked after pick up is coupled to train and waiting for air to pump up.

**C. BLUEFIELD YARD**

**1. Virginia Division Pull-In Track**

The assigned direction of traffic on Virginia Division Pull-In Track is westward. Eastward movement must not be made on this track without permission of the Bluefield Yardmaster. Before granting such permission, the Yardmaster must ascertain that the track is clear, and is maintained clear, of opposing movements. When such instructions are received, they must be repeated to the Yardmaster.

**2. MP N 363.2, Belcher Street Bridge**

Tri-levels and other over dimensional loads are prohibited on Bluefield Yard Tracks 1 through 8 at MP N 363.2, Belcher Street Bridge.

**3. MP N 363.0 — Grant Street Switches**

Employees must not operate Grant Street switches #2, #3, #4, #5 and #11 lead, in the vicinity of MP N 363.0, when a train is on Poca Main No. 2 Track, and must contact the Bluefield Yardmaster before operating the switches to ensure a movement is not approaching on Poca Main No. 2 Track.

## CHRISTIANSBURG DISTRICT West Roanoke to Bluefield

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### C. BLUEFIELD YARD (CONT.)

##### 4. MP N 361.0, East Bluefield Forwarding Yard

Eastward two-position advance indicators are in service at east end of tangent track west of MP N 361.0, East Bluefield Forwarding Yard. These indicators are installed on right side of track for which they give indication. Aspects displayed by these indicators are as follows:

**Aspect — Lunar White**

**Indication —** When derails and switches in the route are properly aligned and the eastward signal governing movement through interlocking at east end of Bluefield Yard is displaying a proceed indication.

**Aspect — Yellow**

**Indication —** Proceed at Restricted Speed, except eastward trains being dispatched from eastward Forwarding Yard must be stopped and Bluefield Yardmaster contacted for further instructions. Track ahead may be occupied and/or derails, switches and interlocking signal are not properly aligned.

The absence of a light on these advance indicators will have the same meaning as if a Yellow light were displayed.

##### 5. Permanent “Blue Signal” Derails

**Rule 104(j)** “Exception”. The following permanent “Blue signal” derails are under the exclusive control of the Mechanical Department:

#1 Shop Track — 88 ft. west of Shop, 89 ft. east of Shop, 763 ft. east of Shop

#2 Shop Track — 88 ft. west of Shop, 89 ft. east of Shop, 763 ft. east of Shop

#3 Shop Track — 150 ft. west of Shop

West End of Bluefield Car Shop — 50 feet east of the entrance switch (Note)

**NOTE:** This is an automatic derail equipped with a Blue signal, which will light and flash when the derail is in derailing position. This derail will be controlled by Shop Track personnel. Notify Shop Track personnel or Service Building personnel if Shop Track personnel are not available for permission to enter the Shop Track.

#### **Engine Service Tracks**

South Incoming — 568 ft. west of Service Bldg.

North Incoming — 568 ft. west of Service Bldg.

Sand Track — At east end of Sand Track switch

Gate Track — 682 ft. east of Gate Track switch

**NOTE:** Split point derail (spring loaded) west end of Poca Outgoing and yard Engine tracks.

**CHRISTIANSBURG DISTRICT**  
**West Roanoke to Bluefield**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. BLUEFIELD YARD (CONT.)**

**6. Hand Brakes**

The following is the minimum number of hand brakes which must be applied at the east end of cuts of cars or trains standing unattended:

Tracks in eastward Forwarding Yard and Main Track east of MP N 362.0	100 cars or more  Less than 100 cars	Apply 35 hand brakes  Apply hand brakes on 1/3 of the cars
--	--	--

**EXCEPTION:** Cuts of grain of 90 cars or more must have 45 hand brakes applied. Cuts of less than 90 cars must have hand brakes applied on one-half (1/2) the cars.

Tracks in Grant Street Yard and Main Track west of MP N 362.0	100 loads or more  Less than 100 loads	Apply 25 hand brakes  Apply hand brakes on 1/4 of the cars
	100 Empties or more 100 Empties or less	Apply 20 hand brakes Apply 18 hand brakes

Cuts of cars or trains standing unattended in Allen Street Yard or in the westward Forwarding Yard must have at least the following number of hand brakes applied at the west end:

Tracks in Allen Street Yard and Main Tracks at Allen Street Yard	100 cars or more	Empties — apply 15 hand brakes Loads or loads and empties — apply 20 hand brakes
	Less than 100 cars	Empties apply hand brakes on 1/6 of the cars Loads or loads and empties — apply hand brakes on 1/5 of the cars
Tracks in westward Forwarding Yard and Main Tracks at westward Forwarding Yard	100 cars or more	Empties — apply 20 hand brakes Loads or loads and empties — apply 25 hand brakes
	Less than 100 cars	Empties — apply hand brakes on 1/5 of the cars Loads or loads and empties — apply hand brakes on 1/4 of the cars.



**CHRISTIANSBURG DISTRICT  
West Roanoke to Bluefield**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. BLUEFIELD YARD (CONT.)**

**6. Hand Brakes (Cont.)**

**Applicable to All Tracks in Bluefield Yard**

Whenever a portion of the cars are removed from a track, it must be determined that the required number of hand brakes are applied on the cars left in the track.

When the engine is to be detached from equipment to be left standing unattended, the required number of hand brakes must be applied before:

- The engine is cut off; or
- The air brakes are released from the engine.

**7. Special Road Train Air Brake Test and Instructions Applicable to Eastward Heavily Loaded Trains Dispatched from Eastward Forwarding Yard**

When train has been precharged and pretested, inspectors shall inform enginemen that the test has been made and the amount of brake pipe leakage noted. When train is not precharged and pretested, enginemen shall perform all requirements of rules pertaining to initial terminal Road Train Air Brakes Test, and after completion will follow all instructions of Part No. 1 or Part No. 2, whichever is applicable to the operation. If road locomotive clears yard track derail after coupling to pickup or main train, derail will be restored to derailing position until pickup or train is ready to move east. If road locomotive does not clear yard track derail, Train Dispatcher/Control Operator will keep No. 17 derail in derailing position until train is ready to depart.

**Part No. 1**

**WHEN TRAIN IS ON ONE (1) TRACK**

- (a) 35 anchor hand brakes will be applied at the east end of the train when train is being assembled.
- (b) After road locomotive is coupled to train, trainmen will commence to release all hand brakes, other than the 35 anchor brakes. If train consists of more than 200 cars, trainmen will leave hand brakes set on eight (8) cars on rear of train.
- (c) When brake pipe pressure supply from road locomotive releases air brakes on train and after proper signal is given, enginemen will make a full service brake pipe reduction with automatic brake valve. When it is noted that the full service reduction applied air brake on the rear car, release signal will be given to the enginemen by the inspector.

**CHRISTIANSBURG DISTRICT**  
**West Roanoke to Bluefield**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. BLUEFIELD YARD (CONT.)**

**7. Special Road Train Air Brake Test and Instructions Applicable to Eastward Heavily Loaded Trains Dispatched from Eastward Forwarding Yard (Cont.)**

**Part No. 1 (Cont.)**

- (d) After release signal is given and air brake has released on rear car, rear end inspector will note brake pipe pressure on the rear gauge. When rear gauge pressure rises to 65 pounds and remains 65 or higher for a period of 12 minutes by watch, inspector will signal engineman to apply holding brake. A holding brake is a service brake pipe reduction of 12 pounds.

Permission will be obtained from the Train Dispatcher/Control Operator for train to depart, and when route is lined, holding brake will be applied. After the route is lined and holding brake applied, trainman will release hand brakes on the head end and on rear of train. When all of the anchor brakes are released, train may depart.

- (e) If the train starts to roll out prematurely, engineman will make a brake pipe reduction necessary to stop the roll-out. Yardmaster must be notified of the train's premature roll-out, and he will, in turn, notify all concerned.

After sufficient anchor hand brakes are reapplied, rear end inspector shall be notified and all concerned will commence again with instructions of Part No. 1, Item (d).

Any cases of roll-out must be reported to the Virginia and Pocahontas Division Superintendents and to the Division Manager Mechanical Operators at Bluefield.

**Part No. 2**

**WHEN TRAIN IS ON MORE THAN ONE (1) TRACK**

- (a) 35 anchor hand brakes will be applied at the east end of the main train when the train is being assembled.
- (b) Required number of anchor hand brakes will be applied at the east end of the pickup when pickup is being assembled.
- (c) After road locomotive is coupled to pickup and brake pipe pressure supply air from road locomotive releases air brake on the rear car of the pickup, and when proper signal is given, engineman will make a full service reduction with automatic brake valve.

When it is known that the full service reduction applied air brake on the rear car of the pickup, inspector will signal the engineman to release air brakes. After the air brake has released on rear car, inspector will wait seven (7) minutes and then signal engineman to apply holding brake. For a pickup, a holding brake is a reduction of six (6) pounds. After holding brake is applied, permission will be obtained from the New River Dispatcher to double over. After permission to double over is obtained, hand brakes will be released and the double over movement to the main train made.

After coupling to main train, instructions given in Part No. 1, Items (a), (b), (c), (d) and (e) will apply.

## **CHRISTIANSBURG DISTRICT West Roanoke to Bluefield**

### **9. DISTRICT INSTRUCTIONS (CONT.)**

#### **C. BLUEFIELD YARD (CONT.)**

##### **8. Grant Street Yard**

The procedure outlined in the preceding rule will also apply for eastward heavily loaded trains dispatched from Grant Street Yard, with the following exceptions:

The holding brake may be applied and anchor brakes released before the route at the east end of Bluefield Yard is lined for the train to depart if the locomotive of the train is at least 75 car lengths west of the east end of the yard.

##### **9. Forwarding Yard**

When an eastward train being dispatched from the eastward Forwarding Yard is ready for the route at 'RD' to be lined, a crew member on the head end will communicate directly with the New River Dispatcher; advising as to which track that head end of train is occupying and requesting that the route at 'RD' be lined for the intended movement. If the Train Dispatcher/Control Operator cannot be contacted, this may be handled through the Bluefield Yardmaster. After securing advice that the route at 'RD' is lined for the intended movement, the crew member must contact the Bluefield Yardmaster to secure permission to proceed.

##### **10. Two-Position Advance Indicator Signal**

Regardless of instructions received, if the governing eastward two-position advance indicator signal (located approximately 35 car lengths west of 'RD') displays a Yellow aspect, or if the signal is blacked out, the train must be stopped and the Bluefield Yardmaster contacted for further instructions, unless crew is advised that derails are being controlled manually and Signal personnel or a supervisor advises that derails are lined for movement.

##### **11. Following are instructions for hand operation for power switches at RD and returning such switches to normal position.**

To place on hand throw, pull the ring on the outside of the lever latch rod toward the handle of the lever. At the same time, raise the lever to the horizontal position and release the ring. It may be necessary to move the lever over to the opposite position before the latch rod will engage for the hand-throw operation. With the latch rod engaged, operate by hand as required.

To return the switch machine to power operation when the hand throw lever is in its horizontal position, pull the ring and allow the lever to drop into the stand. Release the ring, the lever will drop to its lowest point in the stand and thereby close the hand throw switch.

Switch must be left on power operation to replace the switch lock and for safe train movement over it.

**CHRISTIANSBURG DISTRICT**  
**West Roanoke to Bluefield**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. BLUEFIELD YARD (CONT.)**

**12. SD — Slow Direct Exhaust**

On eastward solid coal, solid grain or combined coal and grain trains, the retaining valve must be turned to the SD—Slow Direct Exhaust position (45 degrees above horizontal) before departing Bluefield as outlined below:

- 140 cars and above — 20 retainers
- 139 cars to 110 cars — 10 retainers
- 109 cars or less — 0 retainers (unless necessary)

**13. Close Clearance Conditions**

Due to the construction of permanent freight car work platforms (scaffolds), close clearance conditions exist on No. 2 and No. 3 Shop Tracks, Bluefield Car Shop, Bluefield, WV, immediately east of the Car Shop Building, and employees are prohibited from riding sides or end of equipment on these tracks. Only NW Open Top system hoppers should be spotted on No. 3 Track. Close clearance signs have been erected.

**14. Close Clearance Conditions**

Close clearance exists between the following tracks in Bluefield Yard when cars or equipment are on adjacent tracks:

- Tracks 5 through 10     Grant Street Yard
- Tracks 1, 2, 3             Pocket located just east of East Yard signal

Employees should not ride on sides or ends of equipment in these tracks.

**15. Switches on Motor Car Track**

In Bluefield Yard, between Arch Crossover, MP N 364.6, and Mercer Street, MP N 363.4, normal position for switches on Motor Car Track is lined for movement on the Motor Car Track. Between these points on Track No. 1, normal position for switches is lined for movement on Track No. 1. All switches on the Motor Car Track and Track No. 1 between Arch Crossover and Mercer Street, after being used, must be left lined in normal position.

**16. No-Whistling Ordinance**

A no-whistling ordinance is in effect through city limits of Bluefield, VA, all hours except as may be necessary for transmission of signals and in case of emergency to prevent accident. When approaching grade crossings, engine bell must be rung and ditch lights flashing starting not less than 300 yards nor more than 600 yards in advance of crossing, and must be rung continuously until the engine occupies the crossing.

**17. Radford Pull-In**

While passing Shop Tracks on the Radford Pull-In, Engine Running Track and #8 Grant St. Yard, engine bell must be rung continuously to warn shop employees of movement.

## CATAWBA BRANCH Salem to Lakeside

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
		N 264.1/ S 0.0  S 2.8	NEW RIVER DISPATCHER..... 551 1  SALEM  LAKESIDE	

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
Salem and Lakeside	<b>Rules</b>
	171

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
	<b>MPH</b>
MP S 0.0 and MP S 2.8	10
Except:	
MP S 0.0, Catawba Branch, Through Turnout	10
Over the following road crossings:	
MP S 0.9, Boulevard Facility Crossing	5
MP S 1.7, Mason Creek Crossing	5
MP S 2.2, Lakeside Crossing	5

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Salem and Lakeside	291,000	420,000	263,000	300,000

#### B. EQUIPMENT RESTRICTIONS

None.

**CATAWBA BRANCH  
Salem to Lakeside**

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. SPECIAL INSTRUCTIONS**

**1. Yokohoma Tire Plant**

All employees entering, placing or pulling cars at Yokohoma Tire Plant, Salem, VA, will be governed by the following, in addition to current Rules and Regulations:

Before coupling to tank cars, you must contact the Receiving Foreman and before coupling to the carbon black cars at the unloading spot, you must contact the Utility Foreman.

**2. Catawba Branch**

Trains must stop before entering grade crossings and flag protection against vehicular traffic must be provided before crossing is occupied at the following locations:

Catawba Branch:

Boulevard Crossing 4,566 feet west of MP S 0.9

Mason's Creek Crossing 3,823 feet west of MP S 1.7

Lakeside Crossing 1,145 feet west of MP S 2.2

**3. Rockingham Steel**

The roll-up door at Rockingham Steel on Catawba Branch will not clear top of locomotives and certain cars. Stop before entering and have door raised to proper height.

# BLACKSBURG BRANCH Christiansburg to Corning

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
		N 289.3/ CA 0.5  CA 4.7	NEW RIVER DISPATCHER..... 551 1  CHRISTIANSBURG  CORNING	

## 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
Christiansburg and Corning	<b>Rules</b>
	171

## 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
MP CA 0.5 and MP CA 4.7	<b>MPH</b>
Except: MP CA 0.5, Blacksburg Branch, Through Turnout	10
	10

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

None.

## 4. DIESEL UNIT RATINGS

None.

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Christiansburg and Corning	291,000	420,000	263,000	300,000

### B. EQUIPMENT RESTRICTIONS

Derricks with a capacity greater than 150 tons are not permitted on Blacksburg Branch.

**BLACKSBURG BRANCH**  
**Christiansburg to Corning**

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.




# PULASKI DISTRICT

## Walton to Ford

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			NEW RIVER DISPATCHER..... 551   1		
		N 297.6/ NB 297.5		WALTON..... CP	
				SHENANDOAH DISPATCHER..... 552   2	
		NB 297.9		TYLER ..... CP	
		NB 298.9		PLUM CREEK ..... YL CP	
		NB 300.7		RADFORD ..... CP	
		NB 302.1		JC ..... YL CP	
		RB 0.0/ NB 302.1		WADES	
		NB 302.6		HBD-DED-HCD ( <i>New River</i> )	
	SS 6244	NB 309.2		WYSOR ..... CP	
		NB 310.5		NEWBERN ..... CP	
		NB 317.2		HBD-DED ( <i>Peak Creek</i> )	
	SS 6189	NB 322.1		CLARK ..... CP	
		NB 323.4		GUNTON PARK..... CP	
		NB 329.7		HBD-DED ( <i>Max Meadows</i> )	
	SS 5518	NB 336.2		STONES MILL..... CP	
		NB 337.4		WYTHEVILLE..... CP	
		NB 340.8		HBD-DED( <i>Grubb</i> )	
SS 9020	NB 345.9		CROCKETT ..... CP		
	NB 347.8		DUNCAN ..... CP		

# PULASKI DISTRICT

## Walton to Ford

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			<b>SHENANDOAH DISPATCHER.....</b> [552] [2]		
			NB 349.6	<b>RURAL RETREAT.....</b> (CP)	
			NB 353.5	HBD-DED ( <i>Groseclose</i> )	
	SS		NB 362.9	<b>SCHULEEN.....</b> (CP)	
	5450		NB 364.1	<b>MARION.....</b> (CP)	
			NB 365.4	HBD-DED ( <i>Copenhaver</i> )	
			NB 378.0	HBD-DED ( <i>Snapp</i> )	
	SS		NB 380.4	<b>GLADE SPRING.....</b> (CP)	
	6440		NB 381.7	<b>WASHINGTON.....</b> (CP)	
			NB 390.4	HBD-DED ( <i>Hayter</i> )	
	SS		NB 393.2	<b>LITCHFIELD.....</b> (CP)	
	3743		NB 393.9	<b>ABINGDON.....</b> (CP)	
			NB 399.6	<b>WYNDALE.....</b> (CP)	
			NB 402.6	HBD-DED ( <i>Wallace</i> )	
	SS		NB 406.2	<b>BRISTOL.....</b> (CP)	
	11000			<b>EAST END DISPATCHER — CENTRAL DIVISION.....</b> [1]	
			0.3 A	<b>FORD.....</b> (CP)	

CENTRAL DIV.

# PULASKI DISTRICT

## Walton to Ford

### 1. RULES IN EFFECT

Between	Main 2 Track	Main 1 Track
	Rules	
Walton and Plum Creek		261
Plum Creek and JC	261	261
JC and Ford		261

### 2. MAXIMUM SPEEDS

Between	Rhwy.	Frnt.
	MPH	
MP NB 297.6, Walton and MP NB 302.0 Except: MP NB 297.5, Walton, Through Crossovers	35	35
MP NB 298.0, Wye Track, Through Turnout	15	15
MP NB 298.8, Plum Creek, Through Turnout	30	30
MP NB 298.9 to MP NB 299.3, Curve	30	30
MP NB 302.0, West End Double Track, Through Turnout	25	25
MP NB 302.0 and MP NB 304.5 Except: MP NB 302.1, Radford Branch, Through Turnout	30	30
MP NB 304.5 and MP NB 306.6	10	10
MP NB 306.6 and MP NB 309.6 Except: MP NB 309.2, Wysor to MP NB 310.5, Newbern, Through Turnouts and Siding	40	40
MP NB 309.6 and MP NB 316.5 Except: MP NB 310.0 to MP NB 310.4, Curves MP NB 313.4 to MP NB 313.7, Curves	45	45
MP NB 316.5 and MP NB 317.6	25	25
MP NB 317.6 and MP NB 322.1	40	40
MP NB 322.1 and MP NB 325.6 Except: MP NB 322.1, Clark to MP NB 323.4, Gunton Park, Through Turnouts and Siding	30	30
MP NB 325.6 and MP NB 344.0 Except: MP NB 323.6 to MP NB 324.1, Curve MP NB 327.7 to MP NB 328.2, Curves MP NB 330.7 to MP NB 330.9, Curves MP NB 335.1 to MP NB 337.4, Curves MP NB 336.3, Stones Mill to MP NB 337.4, Wytheville, Through Turnouts and Siding MP NB 339.6 to MP NB 340.0, Curves	35	35
MP NB 344.0 and MP NB 361.4 Except: MP NB 345.3, Crockett to MP NB 347.8, Duncan, Through Turnouts and Siding MP NB 353.7 to MP NB 354.9, Curves MP NB 354.9 to MP NB 355.8, Curves	40	40
MP NB 361.4 and MP NB 363.3 Except: MP NB 362.9, Schuleen to MP NB 364.1, Marion, Through Turnouts and Siding	35	35
MP NB 363.3 and MP NB 366.8	25	25
MP NB 363.8 and MP NB 364.1, Curves	30	30
	25	25

**PULASKI DISTRICT**  
**Walton to Ford**

**2. MAXIMUM SPEEDS (CONT.)**

Between	Rhwy.	Frnt.
	MPH	
MP NB 366.8 and MP NB 370.6 Except: MP NB 369.6 to MP NB 369.8, Curves MP NB 369.8 to MP NB 371.0, Curves	40	40
MP NB 370.6 and MP NB 375.1	45	45
MP NB 375.1 and MP NB 379.2 Except: MP NB 377.2 to MP NB 378.4, Curves	40	40
MP NB 379.2 and MP NB 381.2 Except: MP NB 380.4, Glade Spring to MP NB 381.7, Washington, Through Turnouts and Siding	35	35
MP NB 381.2 and MP NB 387.7 Except: MP NB 387.4 to MP NB 387.6, Curve	45	45
MP NB 387.7 and MP NB 389.9	55	50
MP NB 389.9 and MP NB 402.7 Except: MP NB 393.2, Litchfield to MP NB 393.9, Abingdon, Through Turnouts and Siding	60	50
MP NB 394.7 to MP NB 396.8, Curves	10	10
MP NB 402.7 and MP NB 404.5	55	50
MP NB 404.5 and MP NB 406.2	45	45
MP NB 406.2, Bristol and MP 0.3 A, Ford Except: MP NB 406.2, Bristol to MP 0.3A, Ford, Through Turnouts and Siding	40	40
	20	20
	20	20

**3. CHECKING LOCOMOTIVE SPEED INDICATOR**

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

**LOCATION OF TEST MILE SIGNS:**

**WESTWARD**

MP NB 372.5 to MP NB 373.5  
MP NB 399.6 to MP NB 400.6  
MP NB 305.0 to MP NB 306.0

**EASTWARD**

MP NB 373.5 to MP NB 372.5  
MP NB 400.6 to MP NB 399.6

**4. DIESEL UNIT RATINGS**

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> Walton to Bristol	1350	1800	2150	2655	2950	3480
<b>Eastward</b> Bristol to Walton	1800	2150	2550	3150	3500	4130

**PULASKI DISTRICT**  
**Walton to Ford**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Walton and Bristol	291,000	420,000	315,000	394,500

**B. LOCOMOTIVE AND CAR RESTRICTIONS**

MP NB 309.6, Wysor — Switching around Hill-Maximum of two (2) 4-axle units or one (1) 6-axle unit can be used.

MP NB 355.2, Atkins — Cars exceeding 60 feet in length are not permitted on General Shale Track.

MP T 69.6, Bristol — Holston Steel 6-axle and 4-axle units not allowed.

**C. EQUIPMENT RESTRICTIONS**

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Walton and Wysor is:

- Westward — 7,000
- Eastward — 7,000

Maximum safe trailing tonnage behind Restricted Equipment between Wysor and Bristol:

- Westward — 5,300
- Eastward — 5,300

**PULASKI DISTRICT**  
**Walton to Ford**

**6. SWITCHES AND DERAILS**

**A. MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS**

- MP NB 335.6 — Wytheville, VA, Southern States
- MP NB 349.1 — Klockner Pentaplast
- MP NB 349.6 — Rural Retreat, VA, Station Siding
- MP NB 358.3 — Atkins, VA, Main Track Switch
- MP NB 359.6 — Marley Mouldings
- MP NB 360.9 — Mount Carmel, VA, Main Track Switch
- MP NB 363.2 — Marion, VA, Brunswick
- MP NB 372.0 — Seven Mile Ford, VA, Super-Gro of Va.
- MP NB 374.3 — Berry Lumber Company
- MP NB 385.4 — Meadow View, VA, Station Siding
- MP NB 388.7 — Hayter, VA, Mid Mountain Food
- MP NB 392.4 — Abingdon, VA, Piggy Back Track
- MP NB 400.2 — Wallace, VA, Bristol Compressor
- MP NB 401.5 — Wallace, VA, Camac Corp.
- MP NB 404.8 — Cecil, VA, Southern States

**B. OTHER SWITCHES**

As an aid for train and engine crews, switches are labeled at Bristol Yard. The abbreviations are located on the switch targets while facing the switch points:

- Y — Yard Track Switch (both on the east end and west end of the Yard)
- EN — Engine Tracks 3, 4, & 5
- M — Main Track
- S — Siding
- X — Crossover
- VSW — Switch to the VSW Track
- L — Ladder
- ST — Straight Track
- PF — Platform Track
- TC — Twin City Siding

Additional Yard Tracks are listed on 2, 3, 4, 5, 6, and 7, respectively.

The labeling of the switches at Bristol serve as an AID ONLY, ALL **NS Operating and Safety Rules** pertaining to the handling of switches remain in full force.

**7. COMMUNICATION INFORMATION**

None.

## PULASKI DISTRICT Walton to Ford

### 8. DETECTOR INSTRUCTIONS

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
New River	NB 302.6	BOTH	HBD-DED HCD	MP NB 305.0-WW Trains MP NB 300.0-EW Trains
Peak Creek	NB 317.2	BOTH	HBD-DED	MP NB 320.0-WW Trains MP NB 315.0-EW Trains
Max Meadows	NB 329.7	BOTH	HBD-DED	MP NB 332.0-WW Trains MP NB 327.0-EW Trains
Grubb	NB 340.8	BOTH	HBD-DED	MP NB 343.0-WW Trains MP NB 338.0-EW Trains
Groseclose	NB 353.5	BOTH	HBD-DED	MP NB 356.0-WW Trains MP NB 351.0-EW Trains
Copenhaver	NB 365.4	BOTH	HBD-DED	MP NB 368.0-WW Trains MP NB 363.0-EW Trains
Snapp	NB 378.0	BOTH	HBD-DED	MP NB 381.0-WW Trains MP NB 375.0-EW Trains
Hayter	NB 390.4	BOTH	HBD-DED	MP NB 393.0-WW Trains MP NB 388.0-EW Trains
Wallace	NB 402.6	BOTH	HBD-DED	MP NB 405.0-WW Trains MP NB 400.0-EW Trains

Restricted High Car Detector is in service at MP NB 302.6 (New River, VA) on the Pulaski District for eastward trains.

You will be governed by the following instructions:

The detector will announce “High car from axle ### through axle ###”, when high cars are detected, ### is the first axle with a restricted high car and ### is the last axle with restricted height car. The cars between the axle counts may or may not have restricted height cars. The train crew is not required to stop the train for inspection if they are routed away from the restricted height obstruction. (Pepper Tunnel, MP N 305.2 and Montgomery Tunnel Main 1 Track, MP N 284.9). If the train is routed to the restriction, they must stop their train short of the obstruction and do not proceed without notifying the proper authority for further instructions. The Train Dispatcher/Control Operator must be notified immediately when the crew knows they are routed to the obstruction.

If the height detector malfunction while a train is passing, the message, “Height Detector Malfunction” will be broadcast. The train crew is not required to stop the train for inspection if they are routed away from the restricted height obstruction, however, they must contact the Train Dispatcher/Control Operator immediately to contact the Signal Department. If the train is routed to the restriction, they must stop their train short of the obstruction, and do not proceed without notifying the proper authority for further instructions. The Train Dispatcher/Control Operator must be notified immediately to contact the Signal Department.

All other radio messages from Hot Box Detectors will remain the same.

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

Radford Yard — MP NB 300.7 — west end only

# PULASKI DISTRICT

## Walton to Ford

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS

##### 1. Setting Off Cars at Radford Yard

When setting off cars at Radford Yard, apply sufficient hand brakes to east end of the set off.

All westward trains with a set off at Radford, are to make this set off in the west end of Track No. 7. Westward pick up should be built and ready at the west end of Track No. 5.

##### 2. Setting Off Units at Radford

When setting off units at Radford, arrange to set these units off on the North Track. CYO is to be promptly notified when units are set off at Radford.

##### 3. Movements at Hill Track — Wysor, VA

Around Hill Track, Wysor, VA, Timetable direction is westward from the junction switches. Movements, including On-Track equipment, must not enter onto or leave without permission of the Train Dispatcher/Control Operator. The Train Dispatcher/Control Operator must maintain an absolute block for all movements.

##### 4. Hand Brakes

100% hand brakes are required on all equipment set or left at the following locations:

MP NB 332.7 — Gatorade

MP NB 332.7 — Amcor

MP NB 359.6 — Marley Mouldings Siding

MP NB 380.5 — East Leg of Wye, Glade Spring

MP NB 380.6 — Set Off Track, Glade Spring

MP NB 380.7 — West Leg of Wye, Glade Spring

MP NB 389.5 — Virginia Rebar

##### 5. Old Mill Road Crossing

Trains and engines are not to block the Old Mill Road Crossing located at MP NB 380.0, Glade Spring, VA. When held to make train meet, arrange to stay off this crossing until opposing train is close or make arrangements to cut the crossing.

##### 6. Abingdon, VA

The sounding of locomotive horns is restricted within the corporate limits of Abingdon, VA, between the hours of 11:00 PM and 6:00 AM at the following locations:

MP NB 393.91 — Preston St.

MP NB 393.62 — Fuller St.

MP NB 393.07 — Green Springs Rd.

MP NB 392.55 — Deadmore St.

MP NB 392.30 — Trigg St.

##### 7. Bristol, VA, MP NB 406.3 and Ford, TN, MP 0.3 A

The Main Track and Siding between Bristol, VA, MP NB 406.3 and Ford, TN, MP 0.3 A is under the control of the Shenandoah Dispatcher at Roanoke, VA, and the Tennessee Division Dispatcher at Knoxville, TN. All movements requiring Track Authority protection in accordance with **Rules 420, 421, 442, 443, 444, 445, 808 and 809**, must receive a Joint Track Authority from both Train Dispatcher/Control Operators before occupying the Main Track or Siding Track.



**PULASKI DISTRICT**  
**Walton to Ford**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. SPECIAL INSTRUCTIONS (CONT.)**

**7. Bristol, VA, MP NB 406.3 and Ford, TN, MP 0.3 A (Cont.)**

No westward movements are to pass the signal at Ford, TN, MP 0.3 A displaying a stop, without permission of the Central Division Dispatcher at Knoxville, TN.

No movements may enter the Main Track or Siding Track between Bristol, VA, MP NB 406.3 and Ford, MP 0.3 A, through a hand-operated switch without first securing permission from the Shenandoah Dispatcher.

Trains and engines will not enter a yard track between Bristol MP NB 406.3 and Ford, TN, MP 0.3 A. Prior arrangements for yarding instructions must be obtained from the Shenandoah Dispatcher at Roanoke.

A fluorescent Orange Marker has been placed approximately 550 feet east of State Street Crossing, on the West Yard Lead, Bristol, VA, MP NB 408.2, to indicate the insulated joints to the Siding Track at Bristol. Train and engine movements are not to pass this marker, westward, without first obtaining a Track Authority protection for the Siding Track Bristol.

**8. Old VSW Yard, Bristol, VA**

No cars are to be set off on any non-industry track in the Old VSW Yard, Bristol, VA, without first obtaining permission from the Trainmaster unless they are shop cars being set out for repairs.

**9. Bristol, VA, and Ford, TN**

All westward trains on the siding between the signals at Bristol, VA, and Ford, TN will not pass the East Yard Switch (Old 99), located at MP NB 407.4, without first contacting the Shenandoah Dispatcher.

**10. Properly Securing Trains**

All inbound crews at Bristol, VA, must properly secure their trains upon arrival at Bristol, unless a relieving crew is on site to take over the train.

Hand brakes will be tied up on all units and all units will be locked. In addition, three (3) or more hand brakes will be tied up on cars in the train and C-102 inspection must be performed.

Inbound trains setting off three (3) or fewer cars at Bristol will leave cars on the Platform Track or the Straight Track with 100% hand brakes applied.

**11. MP NB 406.4**

All eastward trains and engines when stopping at the signal at Bristol, VA, MP NB 406.4, while on the Main Track or Siding, will, when practicable, stop west of the Carriage Hill Apartments, located on the north side of the Main Track.

**12. Reporting and Arrival at Bristol**


All trains are to contact CYO upon reporting and arrival at Bristol for set off, pick up and yarding instructions.

**13. Radford Yard**

Crews performing work must apply sufficient hand brakes to the east end of all tracks at Radford Yard.

# RADFORD BRANCH

## Radford to Forest Avenue

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		NB 302.1/ RB 0.0	SHENANDOAH DISPATCHER..... 552 2	
			WADES..... CP	
		RB 1.8	FOREST AVENUE	

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
Wades and Forest Avenue	<b>Rules</b>
	171

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
MP RB 0.0 and MP RB 1.8	<b>MPH</b>
Except: MP RB 0.0, Radford Branch, Through Turnout	10
	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
<b>Between</b>	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Radford and Forest Avenue	291,000	420,000	286,000	394,500

#### B. EQUIPMENT RESTRICTIONS

None.

**RADFORD BRANCH**  
**Radford to Forest Avenue**

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

# WHITETHORNE DISTRICT

## West End South Yard to Narrows

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ROANOKE DISPATCHER ..... 2	
		V 245.2	WEST END SOUTH YARD ..... CP	
		V 246.8	BELT LINE ..... CP	
			NEW RIVER DISPATCHER ..... 551 1	
		V 250.9/ SX 1.7	SALEM CONNECTION ..... CP	
		V 253.3/ N 267.2	VN ..... CP	
		V 256.7	HBD-DED ( <i>Wabun</i> )	
	SS 9292	V 259.8	RIVERSIDE ..... CP	
		V 261.7	KUMIS ..... CP	
		V 264.3/ BS 0.0	BRADSHAW ..... CP	
		V 266.6	SSD ( <i>Ironto</i> )	
	SS 9169	V 268.7	FAGG ..... CP	
		V 270.6	NORTH FORK ..... CP	
		V 276.3	HBD-DED ( <i>Yellow Sulphur</i> )	
		V 279.1	SHELBY ..... CP	
	SS 10305	V 287.7	WHITETHORNE ..... CP	
		V 289.6	VPI FARM ..... CP	
		V 292.4	MCCOY ..... CP	
		V 293.4	HBD-DED ( <i>Norris Run</i> )	
		V 298.5	EGGLESTON ..... CP	
	V 304.1	Pembroke		

# WHITETHORNE DISTRICT

## West End South Yard to Narrows

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 9123	V 308.3/ N 324.5	NEW RIVER DISPATCHER..... 551 1	
			NORCROSS ..... CP	
		V 309.2/ PV 1.1	POTTS VALLEY BRANCH	
		V 312.0	HBD-DED ( <i>Davis</i> )	
		V 313.8	CELCO ..... CP	
		V 315.6	SCALE TRACK..... CP	
		V 316.1		
V 316.8/ N 332.8	NARROWS ..... CP			

### 1. RULES IN EFFECT

Between	Main 1 Track Rules
West End South Yard and Narrows	261 (Note)

**NOTE:** Eastward trains and engines, when receiving approach indication on the automatic signal at MP V 304.2, are to arrange to stop their train short of the automatic signal at MP V 300.8, regardless of indication and not depart this location, except on a clear signal, or on authority of the New River Dispatcher.

## WHITETHORNE DISTRICT West End South Yard to Narrows

### 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP V 245.2, West End South Yard and MP V 246.7, Belt Line	15
MP V 246.7, Belt Line and MP V 248.2	30
MP V 248.2 and MP V 270.6	40
Except:	
MP V 250.9, Through Turnout and Salem Connection Track	35
MP V 253.3, Through Turnout and VN Connection Track	35
MP V 255.6 to MP V 258.0, Curve	35
MP V 259.8, Riverside to MP V 261.7, Kumis, Through Turnouts and Siding	25
MP V 264.3, Bradshaw Spur, Through Turnout	25
MP V 268.7, Fagg to MP V 270.6, North Fork, Through Turnouts and Siding	10
MP V 270.6 and MP V 272.0	35
MP V 272.0 and MP V 278.0	30
MP V 278.0 and MP V 316.7	35
Except:	
MP V 282.6 to MP V 283.4, Curves	25
MP V 287.7, Whitethorne to MP V 289.6, VPI Farm, Through Turnouts and Siding	25
MP V 298.1 to MP V 298.6, Curves	30
MP V 299.7 to MP V 301.2, Curve	30
MP V 302.9 to MP V 303.7, Curve	30
MP V 308.3 to MP V 309.1, Curve	30
MP V 308.3 to Potts Valley Connection Track, Through Turnout	10
MP V 309.2, Potts Valley Branch, Through Turnout	10
MP V 313.8, Celco to MP V 315.7, Through Turnouts and Siding	25
MP V 315.8 to MP V 316.1, Through Turnouts and Scale Track	10
MP V 316.8, Narrows to Whitethorne District Connection Track, Through Turnout	35

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

#### WESTWARD

MP V 254.0 to MP V 255.0  
MP V 281.0 to MP V 282.0

#### EASTWARD

MP V 255.0 to MP V 254.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Roanoke to Whitethorne	1350	1800	2150	2655	2950	3480
<b>Eastward</b>						
Bluefield to Whitethorne	3300	4400	5250	6525	7250	8550
Whitethorne to South Roanoke	2900	3850	4650	5760	6400	7550

## WHITETHORNE DISTRICT

### West End South Yard to Narrows

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
West End South Roanoke Yard and Narrows	291,000	420,000	315,000	394,500

### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Roanoke and Whitethorne is:

Westward — 6,200  
Eastward — 5,100

## 6. SWITCHES AND DERAILS

### MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

- MP V 248.8 — Salem, VA, Pitzer
- MP V 250.8 — Salem, VA, Graham-White Track
- MP V 251.3 — Salem, VA, Timber Truss Co.
- MP V 255.0 — Glenvar, VA, Koppers Co. Siding
- MP V 255.5 — Blue Ridge Beverage
- MP V 265.9 — Ironto, VA, Main Track Switch
- MP V 276.2 — Yellow Sulphur, VA, Main Track Switch
- MP V 292.5 — McCoy, VA, Storage Track
- MP V 302.2 — Pembroke, VA, House Track

**WHITETHORNE DISTRICT**  
**West End South Yard to Narrows**

**7. COMMUNICATION INFORMATION**

Dispatcher/Operator	Base Station	Channel	Hours
Roanoke Dispatcher	Roanoke	NW-2	Continuous

**8. DETECTOR INSTRUCTIONS**

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Wabun	V 256.7	BOTH	HBD-DED	MP V 260.0-WW Trains MP V 254.0-EW Trains
Yellow Sulphur	V 276.3	BOTH	HBD-DED	MP V 279.0-WW Trains MP V 273.0-EW Trains
Norris Run	V 293.4	BOTH	HBD-DED	MP V 296.0-WW Trains MP V 290.0-EW Trains
Davis	V 312.0	BOTH	HBD-DED	MP V 315.0-WW Trains MP V 309.0-EW Trains

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. SPECIAL INSTRUCTIONS**

**1. Corporate Limits of Salem, VA**

Except in case of emergency or when necessary to transmit signals, use of engine whistle or horn, within Corporate limits of Salem, VA, is prohibited by ordinance.



## WHITETHORNE DISTRICT West End South Yard to Narrows

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### 2. Celco Scale Track

The eastward home signal at the west end of Celco Scale Track, MP V 316.1, and aspect displayed by this signal govern movement over and through the dual-control switches at each end of Celco Scale track and also govern movement over and through the dual-control switch at the west end of Celco Siding.

Eastward signals 3350A and 3350B, MP N 335.2, are equipped with a lunar indicator light. When an Approach Diverging Aspect (**Rule 282**) is displayed on either of these signals, be governed as follows:

- (a) If lunar light is NOT ILLUMINATED, proceed prepared to enter Celco Scale track if route is lined for the Whitethorne District. If switch at west end of Celco Scale track is lined for Main Track, proceed prepared to enter Celco Siding.
- (b) If lunar light is ILLUMINATED, proceed on signal indication (route is not lined for Celco Scale Track or Celco Siding).

**NOTE:** When aspect other than Approach Diverging (**Rule 282**) is displayed on signal 3350A or 3350B, lunar light indicator is to be disregarded. Eastward movements receiving Diverging Approach Diverging aspect (**Rule 283(b)**) at Narrows, must proceed prepared to enter Celco Scale track, if route is lined for Whitethorne District. If switch at west end of Celco Scale track is lined for Main Track, proceed prepared to enter Celco Siding.

When eastward trains depart Celco Scale track, movement must proceed expecting to find dual-control switch at west end of Celco Siding lined for Main Track or siding.

When departing Celco Scale track, Engineers will observe HOT device to determine that no part of train is left on scale track. Under no circumstances will unattended equipment be left on Celco Scale track.

When authorized by the Train Dispatcher/Control Operator, a crew member will operate reset device located on west side of west signal house, Celco Scale track.

Trains can be weighed between 1/2 MPH and 7 MPH, the most desired speed is 6 MPH.

Two (2) Yellow indicator lights, mounted back-to-back, are on a metal pole located on top of Scale House at MP V 316.0. When Yellow indicators are illuminated, proceed for weighing. When indicator lights are not illuminated, stop and contact Train Dispatcher/Control Operator for instructions.

Engineers will periodically monitor radio channel two (2) for intermittent audible tone which will alert Engineer that speed must be reduced. When audible tone is constant, cars are not being weighed and Train Dispatcher/Control Operator must be contacted promptly concerning possible necessity of reweighing entire train.

**WHITETHORNE DISTRICT**  
**West End South Yard to Narrows**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. SPECIAL INSTRUCTIONS (CONT.)**

**3. Koppers Industries**

NS Crews switching or handling cars within Koppers Industries, MP V 255.0, must have the air hoses coupled between all cars, the angle cocks properly positioned and air cut into each car.

**4. Hoechst Celanese Facility at Celco**

Rail employees and truck drivers making deliveries or picking up outbound shipments from the Hoechst Celanese facility at Celco (Narrows, VA), will be required to observe the following:

“Personal Protective Equipment and Safe Apparel Policy”:

Shoes must be worn which completely cover the toes, heels, and sides of the feet. Shoes such as sandals or flip flops are not permitted. When entering any operating area such as the maintenance shop, construction area and while performing work in any field operation the follow must be observed:

- (a) Wear ANSI approved safety glasses;
- (b) Wear ANSI approved safety shoes;
- (c) Wear apparel appropriate to the work place. Shorts, slacks, trousers, dresses, skirts, culottes must extend to or below the knee, but must not touch the floor. No loose or free flowing apparel around rotating equipment. Shirt, blouse, must cover upper body from shoulder to waist. Neckties must be tucked into shirts.
- (d) Jewelry is not to be worn, with the follow exceptions:
  - 1. A single, smooth wedding band is acceptable;
  - 2. A tight-fitting wrist watch with a non-continuous band is acceptable.
  - 3. Earrings which do not extend below the earlobe are acceptable.
  - 4. Necklaces which do not extend beyond the chin when pulled out, are acceptable.
- (e) Conform to personal protective equipment requirements in other areas where other needs exist: Hard hats, hearing protection, for example.

**5. Fagg**



Road crossing at Fagg must not be blocked. When necessary to stop train which will cause crossings to be blocked for any long length of time, arrangements must be made to promptly cut the crossing.

**Rusty Rail Rule 249** is in effect for all movements on the siding between North Fork, MP V 270.6 and Fagg, MP V 268.7.

**6. Hill Track at Celco**

The use of the Hill Track at Celco (N20), MP V 315.1 is prohibited. There is a customer lock in place and will be locked for Track No. 2.

## BRADSHAW SPUR Bradshaw to Bradshaw Creek Yard

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
			NEW RIVER DISPATCHER..... 551 1	
		BS 0.0/ V 264.3	BRADSHAW ..... CP	
		BS 4.5	BRADSHAW CREEK YARD	

### 1. RULES IN EFFECT

Between	Main Track
Bradshaw and Bradshaw Creek Yard	Rules
	171

### 2. MAXIMUM SPEEDS

Between	Frt.
MP BS 0.0 and MP BS 4.5	MPH
Except:	25
MP BS 0.0, Bradshaw Spur, Through Turnout	25

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

**BRADSHAW SPUR**  
**Bradshaw to Bradshaw Creek Yard**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Bradshaw and Bradshaw Creek Yard	291,000	420,000	315,000	394,500

**B. EQUIPMENT RESTRICTIONS**

None.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**



None.

**9. DISTRICT INSTRUCTIONS**

**LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

## POTTS VALLEY BRANCH Norcross to Kerns

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
<b>WHN DS</b> 			NEW RIVER DISPATCHER.....551 1  NORCROSS  KIMBALLTON  KERNS	

### 1. RULES IN EFFECT

Between	Main Track Rules
Norcross and Kerns	171

### 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP PV 1.1 and MP PV 4.5	10
Except: MP PV 1.1, Potts Valley Branch, Through Turnout	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

**POTTS VALLEY BRANCH  
Norcross to Kerns**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Norcross and Kerns	291,000	420,000	263,000	300,000

**B. EQUIPMENT RESTRICTIONS**

Derricks with a capacity greater than 150 tons are not permitted on Potts Valley Branch, west of Bridge 2404, MP PV 4.3.

**6. SWITCHES AND DERAILS**

Switch located in outlet track at APG Lime Corp., 4,960 feet west of MP PV 3.0, serves as a runaway track and switch must be left lined in reverse position.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. KIMBALLTON, VA**

All cars or cuts of cars left at limestone plants at Kimballton, VA, both upper plant (N30) at MP PV 3.0 and the lower plant (N25) at MP PV 4.4 must have 100% hand brakes applied.

# HAGERSTOWN DISTRICT Town to Shenandoah

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			YARDMASTER HAGERSTOWN..... ③	1
		HW 73.7	TOWN..... ①L ②P	
		HW 74.8/ H 0.6	HAGER	
			CREWE DISPATCHER..... 555 ③	
		H 2.9	VARDO..... Y ②P	
		H 14.5	HBD-DED ( <i>Antietam</i> )	
	SS   6057 	H 16.8	SHEPHERDSTOWN..... ②P	
		H 18.1	MORGAN..... ②P	
	SS   5750 	H 22.7	SHENANDOAH JUNCTION..... ②P	
		H 24.6	DANIELS..... ②P	
		H 27.9	CHARLESTOWN..... ①A	
		H 29.6	HBD-DED ( <i>Byrd</i> )	
	SS   5774 	H 38.7	AUDLEY..... ②P	
		H 39.8	BERRYVILLE..... ②P	
		H 45.0	HBD-DED ( <i>Boyce</i> )	
	SS   6057 	H 51.9	MARSH RUN..... ②P	
		H 53.1	ASHBY..... ②P	
		H 56.4	HBD-DED ( <i>Cedarville</i> )	
		H 59.0/ B 50.9	RIVERTON..... ②C	

## HAGERSTOWN DISTRICT Town to Shenandoah

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS   6561 	H 60.6	CREWE DISPATCHER.....555 ③	
		H 61.9	FRONT ROYAL..... CP	
		H 61.9	WARREN..... CP	
		H 69.0	HBD-DED ( <i>Karo</i> )	
	SS   6057 	H 72.1	BENTONVILLE..... CP	
		H 73.4	ACORN HILL..... CP	
		H 79.5	HBD-DED ( <i>Rileyville</i> )	
	SS   6012 	H 82.5	SUMMIT..... CP	
		H 83.7	VAUGHN..... CP	
		H 91.5	HBD-DED ( <i>Spitler</i> )	
	SS   5781 	H 94.3	WILSONS..... CP	
		H 95.4	STANLEY..... CP	
		H 103.9	HBD-DED ( <i>Grove Hill</i> )	
		H 105.7	JUNIOR AVENUE..... YL CP	
	H 107.9	SHENANDOAH.....Y YL CP		

### STATION PAGE INFORMATION

**NOTE 1:** All movements on Main 1 at Vardo Yard will be under the jurisdiction of the Yardmaster or other designated persons. All movements on the track will be governed by **Rule 93**.



# HAGERSTOWN DISTRICT

## Town to Shenandoah

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main 1 Track Rules</b>
Town and Vardo	261
Vardo and Junior Avenue	261
Junior Avenue and Shenandoah	261

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Rhwy.</b>	<b>Frnt.</b>
	<b>MPH</b>	
Over CSXT Track — Hager Except: Through Turnout and West Leg of CSXT Wye, Hager	10	10
Williamsport Line, MP HW 74.8 and MP HW 80.3, Hagerstown, MD	10	10
MP HW 73.9 and MP H 3.0 Except: All Yard Tracks, Vardo	20	20
MP H 3.0 and MP H 7.1	10	10
MP H 7.1 and MP H 17.3 Except: MP H 8.9 to MP H 9.2, Curve MP H 9.2 to MP H 9.4, Curve MP H 9.7 to MP H 10.1, Curves MP H 14.6 to MP H 14.7, Curve MP H 15.0 to MP H 15.2, Curve MP H 15.2 to MP H 16.0, Curves MP H 16.8, Shepherdstown to MP H 18.1, Morgan, Through Turnouts and Siding	55	50
MP H 17.3 and MP H 37.9 Except: MP H 22.4, Through North Storage Track MP H 22.7, Shenandoah Junction to MP H 24.6, Daniels, Through Turnouts and Siding MP H 27.9, CSXT Crossing Diamond MP H 30.8 to MP H 31.1, Curve MP H 36.7 to MP H 36.9, Curve	45	45
MP H 37.9 and MP H 44.7 Except: MP H 38.7, Audley to MP H 39.8, Berryville, Through Turnouts and Siding MP H 39.4 to MP H 42.9, Curves MP H 43.1 to MP H 43.7, Curves MP H 43.7 to MP H 44.0, Curve MP H 44.3 to MP H 44.7, Curves	20	20
MP H 44.7 and MP H 56.8 Except: MP H 51.8, Marsh Run to MP H 53.1, Ashby, Through Turnouts and Siding	55	50
MP H 56.8 and MP H 59.4 Except: MP H 57.1 to MP H 57.4, Curve MP H 57.4 to MP H 57.8, Curve MP H 57.8 to MP H 58.9, Curves MP H 58.9 to MP H 59.1, Curve MP H 59.0, Riverton, Over Connection Track MP H 59.1 to MP H 59.4, Curves	45	45
	40	40
	35	35
	30	30
	15	15
	15	15
	30	30

## HAGERSTOWN DISTRICT Town to Shenandoah

### 2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frt.
	MPH	
MP H 59.4 and MP H 65.8 Except: MP H 60.6, Front Royal to MP H 61.9, Warren, Through Turnouts and Siding	40	40
MP H 65.8 and MP H 70.1	10	10
MP H 70.1 and MP H 73.6 Except: MP H 72.1, Bentonville to MP H 73.4, Acorn Hill, Through Turnouts and Siding	30	30
MP H 73.6 and MP H 80.3 Except: MP H 76.3 to MP H 76.4, Curve MP H 76.4 to MP H 76.8, Curves	35	35
MP H 80.3 and MP H 86.1 Except: MP H 82.1 to MP H 82.7, Curves MP H 82.5, Summit to MP H 83.7, Vaughn, Through Turnouts and Siding	10	10
MP H 86.1 and MP H 98.0 Except: MP H 89.1 to MP H 89.9, Curves MP H 94.3, Wilsons to MP H 95.4, Stanley, Through Turnouts and Siding	45	45
MP H 98.0 and MP H 105.7 Except: MP H 98.5 to MP H 98.7 MP H 98.7 to MP H 100.8, Curves	35	35
<b>HAGERSTOWN DIST. / ROANOKE DIST.</b> MP H 105.7 and MP H 108.2	50	50
	25	25

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

#### SOUTHWARD

MP H 5.0 to MP H 6.0

#### NORTHWARD

MP H 49.0 to MP H 48.0  
MP H 103.0 to MP H 102.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Southward</b>						
Hagerstown to Front Royal	1800	2400	2850	3555	3950	4660
Front Royal to Shenandoah	1250	1650	2000	2475	2750	3240
<b>Northward</b>						
Shenandoah to Stanley	1500	2000	2400	2970	3300	3890
Stanley to Hagerstown	2050	2750	3250	4050	4500	5310

## HAGERSTOWN DISTRICT Town to Shenandoah

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Town and Shenandoah	291,000	420,000	315,000	394,500

#### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Hagerstown and Riverton is:

Southward — 8,700  
Northward — 10,200

Maximum safe trailing tonnage behind Restricted Equipment between Riverton and Shenandoah is:

Southward — 5,000  
Northward — 5,600

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Lurgan Branch	CP-Front St. and CP-Lurgan	13,700	11,800
No. 1 Track Leg of Wye	CP-Paxton and CP-Front St.	2,400*	2,800
No. 2 Track Leg of Wye	CP-Capitol and CP-Front St.	13,400	15,900

\*EXCEPT: 2,000 behind empty TTOX.

## HAGERSTOWN DISTRICT Town to Shenandoah

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### B. EQUIPMENT RESTRICTIONS (CONT.)

Trains operating to and from the Piedmont Division via Riverton Junction, Riverton, VA:

Maximum safe trailing tonnage behind Restricted Equipment between Manassas and Riverton, including South Leg of Wye Manassas:

Southward/Westward — 5,400

Northward/Eastward — 5,400

As clarification, trains coming off the B-Line onto the Main Line are restricted to 5400 tons behind restricted equipment and trains coming off the Main Line onto the B-Line are restricted to 5400 tons behind restricted equipment.

Trains operating to the Harrisburg Division via Hagerstown Yard:

Maximum safe trailing tonnage behind Restricted Equipment:

Southward/Westward — 4,500

Northward/Eastward — 4,500

### 6. SWITCHES AND DERAILS

#### MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP H 26.4 — Ranson, VA, Universal Forest Products

MP H 55.4 — Cedarville, VA, Toray Plastics

MP H 87.3 — Luray, VA, Wallace Computer

MP H 87.4 — Burger, VA, Main Line Switch

MP H 93.1 — Spittler, VA, Valley Fertilizer

MP H 96.1 — Stanley, VA, Crown Door

The new crossover located at MP H 0.75, Virginia Avenue, MP H 1.3, and Downsville Pike Crossover, MP H 2.5 are to be left in the Normal Position and Locked, after use.

### 7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Yard Office	Hagerstown-MD	CR-2	Continuous
Yard Office	Hagerstown-MD	NW-3	Continuous
Yard Office	Shenandoah, VA	NW-3	Continuous

All train operations on the Hagerstown Yard are to use Radio Channel AAR 64-64, which is Channel CR-2. Train approaching Hagerstown are to switch to this channel before requesting yarding instructions and remain on this channel until ready to depart.

## HAGERSTOWN DISTRICT Town to Shenandoah

### 8. DETECTOR INSTRUCTIONS

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Antietam	H 14.5	BOTH	HBD-DED	MP H 17.0 -SW Trains MP H 11.0 -NW Trains
Byrd	H 29.6	BOTH	HBD-DED	MP H 32.0 -SW Trains MP H 27.0 -NW Trains
Boyce	H 45.0	BOTH	HBD-DED	MP H 48.0 -SW Trains MP H 42.0 -NW Trains
Cedarville	H 56.4	BOTH	HBD-DED	MP H 59.0 -SW Trains MP H 53.0 -NW Trains
Karo	H 69.0	BOTH	HBD-DED	MP H 72.0 -SW Trains MP H 66.0 -NW Trains
Rileyville	H 79.5	BOTH	HBD-DED	MP H 82.0 -SW Trains MP H 77.0 -NW Trains
Spitler	H 91.5	BOTH	HBD-DED	MP H 94.0 -SW Trains MP H 89.0 -NW Trains
Grove Hill	H 103.9	BOTH	HBD-DED	MP H 107.0-SW Trains MP H 101.0-NW Trains

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

1. Williamsport Industrial Track — MP HW 79.3 — Hagerstown, MD — drop by gravity only
2. Vardo Yard — MP H 2.0 — Hagerstown, MD — flat switching
3. Sysco Lead — MP H 55.0 — Cedarville, VA
4. DuPont — MP H 55.8 — Cedarville, VA — drop by gravity only

#### B. SPECIAL INSTRUCTIONS

##### HAGERSTOWN YARD

1. All trains arriving Vardo Yard must contact the Yardmaster for instructions before entering yard. If you are to be held out of the yard, arrangements should be made to not block Rench Road.
2. All movements on the Main Line at Hagerstown, MD, Vardo Yard, between MP HW 73.7 and MP H 2.9, are under the jurisdiction of the Yardmaster or other designated employee.
3. Dropping cars by gravity on the Williamsport Industrial Track is permissible under the following conditions:
  - (a) A maximum of five (5) cars can be dropped at one time;
  - (b) Hand brakes have been tested to ensure proper operation;
  - (c) Cars are not to be dropped into any Industry Track;
  - (d) Locomotive consist is in the clear and switch is restored to normal position before proceeding to drop equipment.
4. The following tracks are designated as Interchange Tracks at Hagerstown (Vardo) Yard:
  - Relay Yard Tracks: 101, 102, 103 and 104
  - Small Yard Tracks: 1, 2, 3, 4 and 5

## HAGERSTOWN DISTRICT Town to Shenandoah

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### HAGERSTOWN YARD (CONT.)

5. In an effort to improve air quality in the neighborhood area near the Dead End Tavern at Hagerstown, MD, southward trains must not be left setting with their locomotive consists between MP H 1.0 and MP H 1.4 and northward trains must make every effort to minimize their idle time between these same limits.
6. When securing train or cuts of cars at Hagerstown Yard, employees securing hand brakes are to notify the Yardmaster as to how many hand brakes are applied and on which end of the train or cut of cars they are applied. This information will be retained on yard turnover, and will be given to outbound crew handling train or cut of cars.
7. Hagerstown — CertainTeed Plastics  
All cars left standing at CertainTeed Plastics located on the Williamsport Industrial Track, MP HW 79.3, must be left secured with a minimum of five (5) hand brakes applied. This rule applies to cars inside the gate and outside.

##### HAGERSTOWN DISTRICT

#### 1. Virginia Inland Port

Trains picking up at Virginia Inland Port after dark are to sound whistle to notify security police that you have arrived and they will assist by turning on yard lights.

#### 2. Road Crossing — MP H 56.3

Road crossing, Cedarville, VA, MP H 56.3, must not be blocked when working Virginia Inland Port Authority, VIP, unless blocking is necessitated by compliance with Federal Regulations or **NS Safety Rules**. There is 3,500 feet between this road crossing and the North Switch to VIP. If you are not positive your entire train will fit within this segment, train must be cut off South of SAD Detector located at MP H 56.4.

#### 3. Maximum Tonnage — Maximum Length

The maximum tonnage from Hagerstown to Roanoke is 8,250 tons (24-axles). The maximum length for sidings between Hagerstown and Riverton is 6,000 feet.

#### 4. Close Clearance — Rocky Top Lumber

Employees are prohibited from riding either side of cars into or while servicing Rocky Top Lumber due to possible close clearance (lumber stacked close to track). Employees must ensure, before servicing Rocky Top Lumber, that tie down cables are properly secured on all cars and that lumber has not been placed in the foul of tracks.

# ROANOKE DISTRICT

## Junior Avenue to Roanoke

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="text-align: center;">CW R.R.</p> <p style="text-align: center;">CSXT R.R.</p>			CREWE DISPATCHER..... 555 ③	
			H 105.7 JUNIOR AVENUE..... YL CP	
			H 107.9 SHENANDOAH .....Y YL CP	
			H 112.6/ EB 0.0 ELKTON ..... CP	
			H 119.8 HBD-DED ( <i>Island Ford</i> )	
	SS		H 124.4 LEWIS RUN ..... CP	
	5155		H 125.5 LYNNWOOD ..... CP	
			H 134.2 HBD-DED ( <i>Harriston</i> )	
	SS		H 135.2 SAMPSON..... CP	
	5872		H 136.3 SPRING ..... CP	
			SHENANDOAH DISPATCHER..... 552 ③	
	MAIN 1 SS		H 141.6 RUSSELL ..... CP	
	5018 5383		H 142.7 WAYNESBORO ..... CP	
	SS		H 143.8 DUPONT ..... CP	
	4436		H 144.7 WAYNETEX ..... CP	
			H 148.1 HBD-DED ( <i>Lyndhurst</i> )	
	SS		H 151.7 LIPSCOMB ..... CP	
	5842		H 152.9 STUARTS DRAFT ..... CP	
			H 164.6 HBD-DED ( <i>Pkin</i> )	

# ROANOKE DISTRICT

## Junior Avenue to Roanoke

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			SHENANDOAH DISPATCHER..... 552 3		
			H 165.6	PKIN ..... CP	
			H 168.7	VESUVIUS ..... CP	
		SS 6012	H 175.0	MIDVALE ..... CP	
			H 176.2	TWIN FALLS ..... CP	
			H 180.9	HBD-DED ( <i>Riverside</i> )	
		SS 8061	H 184.9	BUENA VISTA ..... CP	
			H 186.6	LOCH LAIRD ..... CP	
		SS 5563	H 194.3	EMIL ..... CP	
	CSXT R.R.		H 194.9	CSXT CONNECTION ..... CP	
			H 195.4	GLASGOW ..... CP	
			H 197.8	HBD-DED ( <i>Natural Bridge</i> )	
		SS 6018	H 207.0	SOLITUDE ..... CP	
			H 208.2	ARCADIA ..... CP	
			H 208.9	HBD-DED ( <i>Arcadia</i> )	
			H 211.1	CALERA ..... CP	
			H 214.5	BUCHANAN ..... CP	
		SS 6322	H 218.0	ELLIS RUN ..... CP	
		H 219.3	LITHIA ..... CP		



# ROANOKE DISTRICT

## Junior Avenue to Roanoke

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	SS 5942	H 224.6	SHENANDOAH DISPATCHER..... 552 3		
		H 226.8	HBD-DED ( <i>Nace</i> )		
		H 228.1	KINSEY..... (CP)		
		CS 5670	H 230.9	TROUTVILLE..... (CP)	
			H 231.9/ C 0.0	COLING..... (CP)	
			H 232.1	CLOVERDALE BRANCH	
			H 232.1	CLOVERDALE..... (CP)	
			H 236.9	NORTH ROANOKE..... (CP)	
				ROANOKE DISPATCHER..... 2	
			H 238.0	95 CROSSOVER..... (CP)	
			H 238.9	65 CROSSOVER..... (CP)	
			H 239.2	RANDOLPH STREET..... (CP)	

### 1. RULES IN EFFECT

	Main 2 Track	Main 1 Track
<b>Between</b>	<b>Rules</b>	
Junior Avenue and Randolph Street	261	261

### 2. MAXIMUM SPEEDS

	Rhw. MPH	Fr. MPH
<b>Between</b>	<b>MPH</b>	
MP H 105.7 and MP H 108.2	25	25
MP H 108.2 and MP H 120.2	55	50
Except:		
MP H 108.8 to MP H 110.3, Curves	40	35
MP H 110.7 to MP H 112.4, Curves	50	45
MP H 112.6, Chesapeake Western, Through Turnout	10	10
MP H 112.8 to MP H 113.0, Curve	45	45
MP H 113.0 to MP H 113.5, Curve	50	45
MP H 120.2 and MP H 123.4	35	35
Except:		
MP H 120.3 to MP H 120.5, Curve	30	30

**ROANOKE DISTRICT**  
**Junior Avenue to Roanoke**

**2. MAXIMUM SPEEDS (CONT.)**

<b>Between</b>	<b>Rhwy.</b>	<b>Fr.</b>
	<b>MPH</b>	
MP H 123.4 and MP H 160.1 Except:	50	50
MP H 123.4 to MP H 123.7, Curve	50	45
MP H 124.3, Lewis Run to MP H 125.5, Lynnwood, Through Turnouts and Siding	10	10
MP H 126.9 to MP H 127.2, Curve	45	45
MP H 132.3 to MP H 132.5, Curve	30	30
MP H 132.5 to MP H 133.3, Curves	35	35
MP H 133.5 to MP H 134.1, Curves	40	40
MP H 135.2, Sampson to MP H 136.3, Spring, Through Turnouts and Siding	10	10
MP H 136.4 to MP H 136.7, Curves	30	30
MP H 137.1 to MP H 141.2, Curves	45	45
MP H 141.6, Russell to MP H 142.7, Waynesboro, Through Turnouts and Siding	10	10
MP H 141.7 to MP H 145.5, Curves	40	40
MP H 143.8, Dupont to MP H 144.7, WayneTex, Through Turnouts and Siding	10	10
Invista Company, All Tracks	5	5
MP H 149.2 to MP H 149.4, Curve	45	45
MP H 151.7, Lipscomb to MP H 152.9, Stuarts Draft, Through Turnouts and Siding	10	10
MP H 157.3 to MP H 157.5, Curve	40	40
MP H 160.1 and MP H 169.7 Except:	45	45
MP H 163.5 to MP H 164.5, Curves	40	40
MP H 164.7 to MP H 165.0, Curve	35	35
MP H 165.2, Pkin to MP H 168.8, Vesuvius, Main 2	40	40
MP H 165.6, Pkin, Through Equilateral Turnout	40	40
MP H 166.5 to MP H 166.8, Curve	40	40
MP H 169.1 to MP H 169.2, Curve	40	40
MP H 169.7 and MP H 170.7	25	25
MP H 170.7 and MP H 172.2	30	30
MP H 172.2 and MP H 186.7 Except:	40	40
MP H 174.2 to MP H 174.5, Curves	35	35
MP H 175.0, Midvale to MP H 176.2, Twin Falls, Through Turnouts and Siding	10	10
MP H 176.8 to MP H 178.0, Curves	30	30
MP H 178.8 to MP H 179.1, Curve	35	35
MP H 181.8 to MP H 182.2, Curves	35	35
MP H 183.1 to MP H 183.5, Curves	30	30
MP H 183.5 to MP H 184.5, Curves	35	35
MP H 184.9, Buena Vista to MP H 186.6, Lock Laird, Through Turnouts and Siding	10	10
MP H 186.7 and MP H 194.0 Except:	35	35
MP H 187.5 to MP H 189.4, Curves	30	30
MP H 191.3 to MP H 191.9, Curves	30	30
MP H 193.0 to MP H 193.3, Curve	30	30
MP H 193.5 to MP H 193.9, Curves	25	25
MP H 194.0 and MP H 198.0 Except:	45	45
MP H 194.3, Emil to MP H 195.4, Glasgow, Through Turnouts and Siding	10	10
MP H 194.8, CSXT Connection, Through Crossover	10	10
MP H 195.0, Through Turnout and CSXT Connection	10	10

## ROANOKE DISTRICT Junior Avenue to Roanoke

### 2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frt.
	MPH	
MP H 198.0 and MP H 238.6	40	40
Except:		
MP H 198.1 to MP H 198.3, Curve	35	35
MP H 198.3 to MP H 198.9, Curves	25	25
MP H 204.1 to MP H 204.6, Curves	35	35
MP H 205.7 to MP H 206.5, Curve	35	35
MP H 207.0, Solitude to MP H 208.2, Arcadia, Through Turnouts and Siding	10	10
MP H 208.3 to MP H 208.6, Curve	30	30
MP H 209.0 to MP H 210.8, Curves	35	35
MP H 210.8 to MP H 210.9, Curve	25	25
MP H 210.9 to MP H 211.6, Curves	30	30
MP H 212.2 to MP H 213.8, Curves	35	35
MP H 216.6 to MP H 216.8, Curve	35	35
MP H 218.0, Ellis Run to MP H 219.3, Lithia, Through Turnouts and Siding	10	10
MP H 219.0 to MP H 225.1, Curves	30	30
MP H 226.8, Kinsey to MP H 228.1, Troutville, Through Turnouts and Siding	10	10
MP H 229.7 to MP H 229.9, Curve	35	35
MP H 230.9, Coling to MP H 232.1, Cloverdale, Through Turnouts and Siding	10	10
MP H 231.9, Cloverdale Branch, Through Turnout	10	10
MP H 236.9 to MP H 237.0, Through Curve	35	35
MP H 236.9, Through Equilateral Turnout	35	35
MP H 238.0, Through 95 Crossover	25	25
MP H 238.6 and MP H 239.2, Randolph Street	25	25
Except:		
MP H 238.9, Through 65 Crossover	15	15
MP H 239.2, Through Turnouts and Station Tracks No. 3 and No. 4	15	15
MP H 239.2 / MP N 257.4, Through Turnouts	15	15

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

#### SOUTHWARD

MP H 116.0 to MP H 117.0

#### NORTHWARD

MP H 223.0 to MP H 222.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Southward</b>						
Shenandoah to Waynesboro	2150	2850	3450	4275	4750	5600
Waynesboro to Roanoke	1250	1650	2000	2475	2750	3240
<b>Northward</b>						
Roanoke to Waynesboro	1350	1800	2150	2655	2950	3480
Waynesboro to Shenandoah	3800	5050	6050	7515	8350	9850

**ROANOKE DISTRICT**  
**Junior Avenue to Roanoke**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Shenandoah and Randolph St.	291,000	420,000	315,000	394,500

**B. LOCOMOTIVE AND CAR RESTRICTIONS**

- Buchanan — Global Stone Hill Track beyond clearance point to Ditch Track Pocket — 4-axle & 6-axle units not allowed. Locomotives are prohibited over Ditch Track scales.
- Glasgow — Burlington Track — Only one (1) unit allowed in consist.
- Elkton — Merck Company — Only one (1) unit allowed in consist.

**C. EQUIPMENT RESTRICTIONS**

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Shenandoah and Elkton is:

- Southward — 12,000
- Northward — unrestricted

Maximum safe trailing tonnage behind Restricted Equipment between Elkton and Roanoke is:

- Southward — 5,300
- Northward — 4,900

**ROANOKE DISTRICT**  
**Junior Avenue to Roanoke**

**6. SWITCHES AND DERAILS**

**MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS**

- MP H 129.1 — Grottoes, VA, Main Line Switch
- MP H 136.8 — Crimora, VA, Main Line Switch
- MP H 140.3 — Dooms, VA, Virginia Electric & Power
- MP H 141.5 — Dooms, VA, Lehigh
- MP H 142.0 — Dooms, VA, Allied Company
- MP H 144.3 — Dupont, VA, WayneTex
- MP H 147.6 — Lyndhurst, VA, Burriss Refrigeration
- MP H 153.6 — Stuarts Draft, VA, Hershey Foods
- MP H 154.1 — Stuarts Draft, VA, Nibco Co.
- MP H 154.1 — Stuarts Draft, VA, Alcoa Corp.
- MP H 162.6 — Lofton, VA, Station Siding
- MP H 184.6 — Buena Vista, VA, Advance Drainage
- MP H 186.1 — Buena Vista, VA, Shenandoah Hardwoods
- MP H 197.2 — Natural Bridge, VA, Graves Siding
- MP H 214.3 — Buchanan, VA, Main Line Switch
- MP H 233.4 — Cloverdale, VA, Metalsa Steel
- MP H 237.5 — North Roanoke, VA, Hill Stone Yard

All switches leading off CSXT Branch Main at Glasgow must be left lined for the Branch Main including north end of Hyco track.

**7. COMMUNICATION INFORMATION**

<b>Dispatcher/Operator</b>	<b>Base Station</b>	<b>Channel</b>	<b>Hours</b>
Crewe Dispatcher	Waynesboro, VA	NW-3	Continuous
Shenandoah Dispatcher	Waynesboro, VA	NW-3	Continuous
Roanoke Dispatcher	Roanoke, VA	NW-2	Continuous
Roanoke TML Trainmaster	Roanoke, VA	NW-2	Continuous
Roanoke TML Hump Yardmaster	Roanoke, VA	NW-2	Continuous

**ROANOKE DISTRICT**  
**Junior Avenue to Roanoke**

**8. DETECTOR INSTRUCTIONS**

<b>Location</b>	<b>MP</b>	<b>Direction Activated</b>	<b>Type Detector</b>	<b>Radio Acknowledgement Point</b>
Island Ford	H 119.8	BOTH	HBD-DED	MP H 123.0-SW Trains MP H 117.0-NW Trains
Harriston	H 134.2	BOTH	HBD-DED	MP H 137.0-SW Trains MP H 131.0-NW Trains
Lyndhurst	H 148.1	BOTH	HBD-DED	MP H 151.0-SW Trains MP H 145.0-NW Trains
Pkin	H 164.6	BOTH	HBD-DED	MP H 168.0-SW Trains MP H 162.0-NW Trains
Riverside	H 180.9	BOTH	HBD-DED	MP H 184.0-SW Trains MP H 178.0-NW Trains
Natural Bridge	H 197.8	BOTH	HBD-DED	MP H 201.0-SW Trains MP H 195.0-NW Trains
Arcadia	H 208.9	BOTH	HBD-DED	MP H 212.0-SW Trains MP H 206.0-NW Trains
Nace	H 224.6	BOTH	HBD-DED	MP H 228.0-SW Trains MP H 222.0-NW Trains

**9. DISTRICT INSTRUCTIONS**

**A. JOINT TRACKAGE — ROANOKE DISTRICT**

Trains and engines of Virginia Division will use tracks of other Divisions and Foreign Lines in accordance with their Timetables, Rules and Regulations as shown below:

CSXT Between Balcony Falls (MP 175.0) and Lynchburg (MP 147.5)

**B. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

Shenandoah Yard — MP H 107.0 — Shenandoah, VA

**C. SPECIAL INSTRUCTIONS**

**1. Elkton Plant**

Merck and Company requires the following of persons entering the confines of their Elkton Plant:

- (a) Hard hats must be worn in designated areas.
- (b) Smoking is not permitted within the confines of the plant, except in designated areas marked "SMOKING PERMITTED".

**2. Close Clearance Conditions**

Close Clearance conditions exist on north side of coal track, Reynolds Metal Company, Grottoes, VA, MP H 129.0 + 3,780 feet, account of elevated steel walkway. Locomotives will not clear this walkway and must not go beyond this point.

**ROANOKE DISTRICT**  
**Junior Avenue to Roanoke**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. SPECIAL INSTRUCTIONS (CONT.)**

**3. Waynesboro Yard, MP H 143.0**

NS crews must advise the Shenandoah Dispatcher prior to occupying interchange Tracks No. 1, No. 2 or No. 3 above, south of the crossover switch at the south end of Waynesboro Yard, MP H 143.0. Upon completion of switching, NS crews must notify the Shenandoah Dispatcher that they are clear of the designated track(s). CSXT crews will be governed by the same instructions. Only one movement at a time will be permitted to occupy Tracks No. 1, No. 2 or No. 3 above.

**4. Waynesboro, VA**

When southward trains are picking up at Waynesboro, VA, slack must be stretched before turning air in. In order to compensate the lateral pressure created by empty cars shoving against loads, all northward trains setting off at Waynesboro, when empty cars are included in set off, will release all hand brakes on cars in track being shoved against.

**5. Pkin, VA**

All trains and engines stopping at Pkin, VA, are to arrange to stop short of State Route 702, located at MP H 166.3, Pkin, VA. When possible, arrange to stop short of this crossing and do not foul crossing until opposing train is approaching the meet location.

**6. Glasgow, VA**

Northward trains cutting off train in order to perform work at Glasgow, VA, must cut train off south of the northward signal at the south end of Glasgow. Failure to do so will keep both sets of crossing gates at Glasgow in the down position.

**7. Hyco Empty Track at Glasgow, VA, MP H 195.0**

Crews delivering empty unit hopper trains through CSXT Connection Track to Hyco Empty Track at Glasgow, VA, MP H 195.0, will be governed by the following instructions:

- (a) After stop is made and rear of train is north of CSXT Connection Track switch, while waiting for Train Dispatcher/Control Operator to line route, Engineer will make 12 PSI automatic brake reduction allowing exhaust to cease.
- (b) No more than 12 standard axles or eight (8) hi-adhesion axles may be used during the shoving movement not exceeding 500 amps.
- (c) When signal or permission is received to enter Connection Track, automatic brake will be released. After brakes release on train and southward movement begins, brake will be reapplied as necessary to control train speed.
- (d) If continuous movement cannot be made within the maximum allowable amperage range (500), automatic brake may be released and reapplied as necessary to control train speed.

**8. Switching Global Stone — Buchanan**

Crews placing cars on the north end of the Cleanout Track must cut the private walkway located approximately eight (8) car lengths from the north end of the track.

Close clearance conditions exist at MP H 213.0, between Ditch and Middle Track.

**ROANOKE DISTRICT**  
**Junior Avenue to Roanoke**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. SPECIAL INSTRUCTIONS (CONT.)**

**9. Buchanan, VA**

The sounding of locomotive horns is restricted within the corporate limits of Buchanan, VA, at the following locations:

- MP H 213.65 — Bridge St.
- MP H 214.05 — Pine St.
- MP H 214.18 — Station Rd.
- MP H 215.15 — State Rt. 617
- MP H 215.75 — Pico Rd.

**10. Lithia**

When stopping at Lithia, arrange to stop short of any crossings. If train meets are to take place at this location, arrange to stop short of any crossings until the opposing train or engines are closely approaching Lithia.

**11. Cloverdale, VA**

The siding at Cloverdale, VA, is now a Non-Signaled siding and all trains and Engines entering the siding from either end should expect to find cars or equipment standing on siding track. Track is equipped with two (2) derails located on the south end. Crews using this track should expect to find both of these in derailing position.

**12. Lehigh Cement**

All employees outside operating compartment of the locomotive must wear a hard hat while performing work inside the facility at Lehigh Cement, MP H 141.5, Waynesboro, VA. Hard hats are available at Waynesboro Yard Office.

**13. Invista-Waynesboro, VA**

Speed limit on all tracks at Invista-Waynesboro, VA, is 5 MPH.



# CLOVERDALE BRANCH Cloverdale to Lone Star

NORTH 	SIDINGS IN FEET	MP	STATION	NOTE
		C 0.0/ H 231.9  C 4.5  C 8.4	SHENANDOAH DISPATCHER..... 552 3  CLOVERDALE ..... CP  GARLAND ORCHARD  LONESTAR	

## 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
Cloverdale and Lonestar	<b>Rules</b>
	171

## 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Frt.</b>
MP C 0.0 and MP C 8.0	<b>MPH</b>
Except: MP C 0.0, Cloverdale Branch, Through Turnout	25
MP C 8.0 and MP C 8.4	10
	10

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

**LOCATION OF TEST MILE SIGNS:**  
None.

## 4. DIESEL UNIT RATINGS

None.

**CLOVERDALE BRANCH**  
**Cloverdale to Lone Star**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Cloverdale and Lone Star	291,000	420,000	286,000	315,000

**B. EQUIPMENT RESTRICTIONS**

6-axle locomotives must not be operated over:

Cloverdale — Roanoke Cement Company, Tracks 6 & 7, under silo —  
4-axle & 6-axle units not allowed.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**CLOVERDALE BRANCH**  
**Cloverdale to Lone Star**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. SPECIAL INSTRUCTIONS**

**1. Appalachian Power Co. Track**

On the Cloverdale Branch, that portion of the Appalachian Power Co. Track, east of private road crossing must not be used unless authorized.

**2. Roanoke Cement**

Due to Roanoke Cement Company's employees using the walkways north of the silos in Tracks 3 and 5, arrange to keep walkways clear until after 4:00 PM.

**3. Roanoke Cement, Track No. 3**

Track No. 3, Roanoke Cement, MP C 8.7, is out of service for units only.

**4. Hours of Service at Roanoke Cement**

When it is apparent that crew time under the Hours of Service Law will expire while at Roanoke Cement, crews will arrange to place locomotives in an area that will not adversely affect Roanoke Cement's ability to continue their work. Locomotives may be placed at top of hill outside of plant south of Runaround switch at road crossing or in the plant where it will not interfere with Roanoke Cement's operation.

**5. Hours of Operation — Roanoke Cement**

The following procedure is to be followed by crews operating trains to Roanoke Cement on the Cloverdale Branch. The routine hours of normal service provided by train crews are as follows:

MONDAY through FRIDAY 9:00 PM to 5:00 AM

If train crews need to enter Roanoke Cement's rail yard outside the above hours the Conductor or other appropriate NS employee must contact the customer at the following phone numbers as prioritized below. Plant personnel reached by phone are to notified of the approximate arrival time of the train crew.

- (a) Group 5 Load out personnel: 540-966-1521
- (b) Dean Cole, Cement Production Supervisor: 540-314-7716
- (c) Roanoke Cement Control Room: 540-966-1555

This procedure also applies on weekends and holidays. This is to enhance communication and safety.

# CHESAPEAKE WESTERN Elkton to Dayton

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CREWE DISPATCHER..... 555 ③ EB 0.0/ H 112.6    ELKTON ..... ① ② EB 1.0    East Yard Limit..... ① OPERATOR HARRISONBURG ..... ② EB 6.8    MCGAHEYSVILLE EB 11.0    PENN LAIRD EB 13.0    KEEZLETOWN EB 19.8    HARRISONBURG ..... ① EB 21.3    PLEASANT HILL EB 22.6    DAYTON ..... ①	

## 1. RULES IN EFFECT

Between	Main Track
Elkton and East YL	93
East YL and Harrisonburg	171
Harrisonburg and Dayton	93

## 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP EB 0.0 and MP EB 1.0 Except: MP EB 0.0, Elkton, Through Turnout	10 10
MP EB 1.0 and MP EB 19.8, Harrisonburg Except: MP EB 18.0 to MP EB 19.8, Westward Trains MP EB 19.8 to MP EB 18.0, Until Lead Unit is by MP EB 18.0, Eastward Trains	25 10 10
MP EB 19.8, Harrisonburg and MP EB 23.0	10

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

None.

**CHESAPEAKE WESTERN  
Elkton to Dayton**

**4. DIESEL UNIT RATINGS**

None.

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Elkton and Dayton	291,000	420,000	286,000	315,000

**B. EQUIPMENT RESTRICTIONS**

The following Locomotive and Car Restrictions:

- Harrisonburg — MP EB 20.0, Southern States Short Track  
6-axle units not allowed.
- MP EB 20.0, Southern States Siding  
6-axle High Adhesion units not allowed past derail.
- MP EB 20.7, S.L. Hess  
6-axle units not allowed.
- MP EB 20.0, Farm Bureau Tipple  
no 6-axle units allowed beyond the point  
125 feet south of switch points.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

Dispatcher/Operator	Base Station	Channel	Hours
Operator	Harrisonburg, VA	NW-2	Continuous

**8. DETECTOR INSTRUCTIONS**

None.

**CHESAPEAKE WESTERN  
Elkton to Dayton**

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

Rockingham Steel — MP EB 22.3 — Dayton, VA — dropping by

**B. SPECIAL INSTRUCTIONS**

**1. Harrisonburg**

All non-signaled highway crossings within the city of Harrisonburg must be flagged and highway traffic stopped before train or engines proceed over these crossings.

**2. Harrisonburg Auto Auction, Banta, Tenneco Packaging and R.S. Monger**

When cars from Harrisonburg Auto Auction, Banta, Tenneco Packaging and R.S. Monger are to be moved from Shenandoah Yard to Harrisonburg, VA, it will be the CW Conductor's responsibility to determine if cars need to be turned. In the event cars need to be turned, proper authority must be notified.

**3. DGVR**

When cars for the DGVR are to be moved from Shenandoah Yard, Shenandoah, VA, to Harrisonburg, VA, it will be the Chesapeake Western Conductor's responsibility to determine if cars need to be turned.

All cars destined for the Contractor Yard in Verona, VA, should be unloaded from the east side. In the event cars need to be turned, proper authority must be notified.

**4. Track Authority**

Train crews assigned to work V92, V93 and V94 may receive a Track Authority via FAX (Reference **Rule 180**) when reporting for duty at Shenandoah, VA. Train crews assigned work on the "Mt. Jackson" line between MP CW 107.0 (Zirkle, VA) and MP CW 84.0 (Bowman, VA) regardless of their train symbol may receive a Track Authority via the printer and will be placed in the appropriate train crew's mailbox.

# CHESAPEAKE WESTERN

## Harrisonburg to Pleasant Valley

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
		HS 0.0  HS 5.0	OPERATOR HARRISONBURG ..... ②  HARRISONBURG ..... (YL)  PLEASANT VALLEY ..... (YL)	

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
Harrisonburg and Pleasant Valley	<b>Rules</b>
	93

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
MP HS 0.0 and MP HS 5.0	<b>MPH</b>
	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Harrisonburg and Pleasant Valley	291,000	420,000	263,000	300,000

#### B. EQUIPMENT RESTRICTIONS

1. Harrisonburg — Field Track, MP HS 0.8 — only one (1) unit allowed not coupled to another unit is permitted beyond a point 200 feet north of Chesapeake Drive  
 — North End Lams Siding, MP HS 4.9 — 6-axle units not allowed
2. 4-axle loaded cars exceeding 263,000 lbs. not allowed:  
 Over Bridge MP HS 2.09

**CHESAPEAKE WESTERN**  
**Harrisonburg to Pleasant Valley**

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

Dispatcher/Operator	Base Station	Channel	Hours
Operator	Harrisonburg, VA	NW-2	Continuous

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

1. Lams Siding — MP HS 4.7 — Pleasant Valley, VA — dropping cars by
2. Harrisonburg Yard — MP HS 0.7 — Harrisonburg, VA — flat switching

**B. SPECIAL INSTRUCTIONS**

**1. Excepted Track**

The track section between MP HS 0.0 and MP HS 5.0 is classified as “Excepted Track” in accordance with 49 CFR (Section 213.4). **Rule 95** applies.

**2. Water Street Bridge**

Water Street Bridge located at MP HS 0.1 has a height restriction of 16 feet and 6 inches. All concerned must be on the lookout for cars which appear to be in excess of this height. Such cars are not to be handled for movement under this bridge until it is known that they will clear. Bi-levels and tri-levels are not to be moved under/through this bridge.

**3. Non-signalized Highway Crossings**

All non-signalized highway crossings within the city of Harrisonburg must be flagged and highway traffic stopped before train or engines proceed over these crossings.

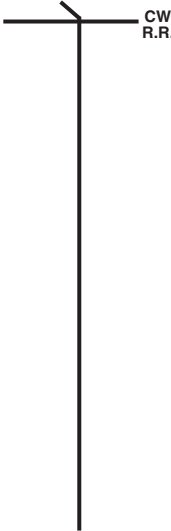
**4. George’s Old Mill Track**

When placing cars on the north end George’s Old Mill Track, MP HS 0.0, there is to be no more than a total of seven (7) cars placed from Kratzer Road, north to the north end switch. This will allow sufficient clearance for movement on the Main Track.



# CHESAPEAKE WESTERN

## Harrisonburg to Bowman

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			OPERATOR HARRISONBURG ..... ①	
		CW 111.7	HARRISONBURG ..... ②	
		CW 107.0	ZIRKLE ..... ②	
		CW 106.0	LINVILLE	
		CW 100.0	BROADWAY	
		CW 97.2	TIMBERVILLE	
		CW 93.0	NEW MARKET	
		CW 88.0	SHENANDOAH CAVERNS	
		CW 86.0	MT. JACKSON	
		CW 84.0	BOWMAN	

### 1. RULES IN EFFECT

Between	Main Track Rules
Harrisonburg and Zirkle	93
Zirkle and Bowman	171

### 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP CW 111.7, Harrisonburg and MP CW 107.0, Zirkle	10
MP CW 107.0, Zirkle and MP CW 84.0, Bowman	25

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

**CHESAPEAKE WESTERN**  
**Harrisonburg to Bowman**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. WEIGHT RESTRICTIONS**

The weight of diesel units and cars is limited as follows:

**GROSS WEIGHT IN POUNDS**

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Harrisonburg and Bowman	291,000	420,000	286,000	315,000

**B. EQUIPMENT RESTRICTIONS**

Broadway — MP CW 101.0, Distribution Service — 6-axle units not allowed beyond a point 250 feet south of the derail.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

Dispatcher/Operator	Base Station	Channel	Hours
Operator	Harrisonburg, VA	NW-1	Continuous

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

Valley Fertilizer — MP CW 85.5 — Mt. Jackson, VA — dropping cars by

**B. SPECIAL INSTRUCTIONS**

**1. Non-signalized Highway Crossings**

All non-signalized highway crossings within the city of Harrisonburg, VA, must be flagged and highway traffic stopped before train or engines proceed over these crossings.

**2. Mt. Jackson Line**

On Mt. Jackson Line between MP CW 86.3 and MP CW 84.0, all trains and engines must approach road crossings equipped with automatic warning devices prepared to stop account rusty rail conditions.

# WINSTON-SALEM DISTRICT

## Starkey to Winston-Salem

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 8800 <hr style="width: 20px; margin: 0 auto;"/>	R 12.0  R 21.0  R 22.2  R 25.5  R 27.2  R 31.2  R 33.1  R 40.0  R 48.2  R 49.9  R 53.0  R 54.7  R 59.4   R 63.2/ DW 47.2  R 64.8  R 64.9/ NY 0.1  R 68.0  R 71.8  R 72.3	SHENANDOAH DISPATCHER..... 552 3  STARKEY ..... (YL) (CP)  BOONES MILL ..... (CP)  HBD-DED ( <i>Taylor</i> )  WIRTZ..... (CP)  BLAINE..... (CP)  POWDER MILL ..... (CP)  ROCKY MOUNT..... (CP)  FERRUM..... (CP)  HENRY ..... (CP)  HBD-DED ( <i>Town</i> )  PHILPOTT ..... (CP)  JONDEE ..... (CP)  FIRESTONE..... (CP)   Hill Top Junction  NYLON ..... (CP)  Nylon Spur Junction  MARTINSVILLE ..... (CP)  Fontaine Spur  HBD-DED ( <i>Race Track</i> )	
	SS 9209 <hr style="width: 20px; margin: 0 auto;"/>			

# WINSTON-SALEM DISTRICT

## Starkey to Winston-Salem

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS   9900   ───		SHENANDOAH DISPATCHER..... 552 3	
		R 73.3	FONTAINE ..... CP	
		R 84.4	WATKINS..... CP	
		R 86.4	STONEVILLE..... CP	
		R 94.9	MADISON..... CP	
		R 97.3	HBD-DED ( <i>Mabrico</i> )	
		R 103.6	PINE HALL ..... CP	
		R 105.5/ BC 0.0	BELEWS CREEK JUNCTION ..... CP	
		R 110.2	FULP..... CP	
		R 115.6	STONEY POINT ..... CP	
		R 118.5	WALKERTOWN..... CP	
		R 120.2	DAISY ..... CP	
		R 122.9	NORTH WINSTON..... YL CP	1, 2
			YARDMASTER WINSTON SALEM..... 3	
		R 124.3/ K 27.4	T-BEARD CONNECTION	
	K 24.6/ WS 0.5	WINSTON-SALEM ..... YL	3	

# WINSTON-SALEM DISTRICT

## Starkey to Winston-Salem

### STATION PAGE INFORMATION

- NOTE 1:** Southward trains must not enter North Winston yard south of the pull-in switch until permission and yarding instructions have been received from designated employee or Yardmaster on-duty.
- NOTE 2:** Movements within Yard Limits Winston-Salem, south of pull-in switch at North Winston, are under the jurisdiction of designated employee or Yardmaster Winston-Salem.
- NOTE 3:** Piedmont Division trains will not have Timetable schedule authority within Yard Limits Winston-Salem and will proceed extra under the direction of the designated employee or Yardmaster Winston-Salem. **Rule 93** will govern.

### 1. RULES IN EFFECT

Between	Main 1 Track Rules
Starkey and North Winston	261
North Winston and T-Board Connection	93
T-Board Connection and Winston-Salem	93

### 2. MAXIMUM SPEEDS

Between	Frt. MPH
MP R 12.0 and MP R 30.3 Except: MP R 25.5, Wirtz, Through Turnout MP R 27.2, Blaine, Through Siding and Turnout	25 15 25
MP R 30.3 and MP R 35.7	30
MP R 35.7 and MP R 60.1 Except: Snow Plow NW 590000, When Plowing Over Crossing MP R 52.8, Philpott MP R 53.0, Philpott to MP R 54.7, Jondee, Through Turnouts and Siding	25 10 10
MP R 60.1 and MP R 63.3 Except: MP R 60.9, Payne River Track — Restricted Speed, not exceeding MP R 63.2, Hill Top Branch, Through Turnout	30 10 10

# WINSTON-SALEM DISTRICT

## Starkey to Winston-Salem

### 2. MAXIMUM SPEEDS (CONT.)

Between	Frt. MPH
MP R 63.3 and MP R 69.8 Except: MP R 64.8, Nylon Spur, Through Turnout	25  10
MP R 69.8 and MP R 74.4 Except: MP R 71.8, Fontaine Spur, Through Turnout	30  10
MP R 74.4 and MP R 89.8 Except: MP R 82.9 to MP R 83.1, Curves MP R 84.4, Watkins to MP R 86.4, Stoneville, Through Turnouts and Siding	35  25 10
MP R 89.8 and MP R 96.4 Except: MP R 90.2 to MP R 90.4, Curve	30  25
MP R 96.4 and MP R 97.5	25
MP R 97.5 and MP R 104.1	30
MP R 104.1 and MP R 104.6	25
MP R 104.6 and MP R 108.4 Except: MP R 105.5, Belews Creek Junction, Through Turnout	30  25
MP R 108.4 and MP R 108.6	25
MP R 108.6 and MP R 109.2	30
MP R 109.2 and MP R 120.2, Daisy	35
MP R 120.2, Daisy and MP R 122.9, North Winston Except: MP R 122.9, Pull-Out Switch, Through Turnout, North Winston	25  10
<b>WINSTON-SALEM YARD</b> MP R 122.9 to MP R 124.3, All Tracks Other Than Main Line MP R 122.9, North Winston and MP R 124.3, T-Board Connection Except: MP R 124.2, "K" Line (K27.4), Through T-Board Connection K-Line, MP K 27.4, T-Board Connection and K 24.6, Winston-Salem MP K 24.6/MP W 0.5, Through Turnout, WSSB Connection	10 10 10 10 10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

**SOUTHWARD**

MP R 13.0 to MP R 14.0

**NORTHWARD**

MP R 104.0 to MP R 103.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Southward</b> Roanoke to North Winston	1450	1900	2300	2880	3200	3780
<b>Northward</b> North Winston to Roanoke	1350	1800	2150	2655	2950	3480

# WINSTON-SALEM DISTRICT

## Starkey to Winston-Salem

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Starkey and North Winston-Salem	291,000	420,000	315,000	394,500

#### B. ENGINE RESTRICTIONS

6-axle locomotives must not be operated over:

Martinsville — Dupont Plant No. 6 Track, under Adipic Shed —  
4-axle & 6-axle units not allowed.

Dupont Plant, Diamine Track beyond sign reading “NS Stop Here”, 4-axle and 6-axle units not allowed. See note below.

**NOTE:** At Dupont Plant, Martinsville, cars standing on Diamine Track, south of, or adjacent to, signal reading “Notice-NS Stop Here” must not be coupled to unless specifically authorized by Dupont Area Supervisor. Crew members must first determine that there is sufficient clearance before handling any equipment under overhead platforms on Diamine track.

Account curve limitations on Fontaine Spur, the following locomotives cannot be operated on this spur track, when coupled to a 50 foot box car:

- NS 6701 THRU NS 6716
- NS 6717 THRU NS 6762
- NS 6763 THRU NS 6806
- NS 7200 THRU NS 7216
- NS 2557 THRU NS 2580
- NS 3329 THRU NS 3447
- NS 1700 THRU NS 1706

#### C. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Starkey and Winston-Salem is:

- Southward — 4,400
- Northward — 4,700

## WINSTON-SALEM DISTRICT Starkey to Winston-Salem

### 6. SWITCHES AND DERAILS

#### MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

- MP R 20.6 — Boones Mill, VA, House Track
- MP R 31.6 — Rocky Mount, VA, Trinity Plastics
- MP R 31.8 — Rocky Mount, VA, MW Lineal Technologies
- MP R 32.2 — Rocky Mount, VA, Track No. 5
- MP R 41.7 — Ferrum, VA, House Track
- MP R 55.3 — Bassett, VA, J.D. Bassett Furniture
- MP R 57.2 — Bassett, VA, Bassett Warehouse No. 2, North Switch
- MP R 66.4 — Martinsville, VA, Martinsville House Track
- MP R 71.0 — Fontaine, VA, Chatham Oil
- MP R 81.1 — Price, NC, Price Spur Track
- MP R 86.7 — Stoneville, NC, Station Siding
- MP R 94.4 — Madison, NC, House Track
- MP R 97.6 — Mabrico, NC, Spur Track
- MP R 103.1 — Pine Hall, NC, House Track
- MP R 109.0 — Walnut Cove, NC, Hedgecock Spur
- MP R 117.8 — Walkertown, NC, House Track
- MP R 120.9 — Winston-Salem, NC, Old Baker Lot

### 7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Yard Office	Winston-Salem, NC	NW-3	Continuous

Yard crews at Winston-Salem operate on NW-1.

### 8. DETECTOR INSTRUCTIONS

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Taylor	R 22.2	BOTH	HBD-DED	MP R 25.0 -SW Trains MP R 20.0 -NW Trains
Town	R 49.9	BOTH	HBD-DED	MP R 52.0 -SW Trains MP R 48.0 -NW Trains
Race Track	R 72.3	BOTH	HBD-DED	MP R 75.0 -SW Trains MP R 70.0 -NW Trains
Mabrico	R 97.3	BOTH	HBD-DED	MP R 100.0-SW Trains MP R 94.0 -NW Trains



# WINSTON-SALEM DISTRICT

## Starkey to Winston-Salem

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

1. Rocky Mt. Storage track (south end) — MP R 31.8 — Rocky Mount, VA — dropping only
2. Fontaine Spur — MP R 71.8 — Fontaine, VA — see Item 9.B.3.
3. Payne Yard (north end) — MP R 61.0 — Payne, VA — gravity dropping only
4. Pine Hall Brick — MP R 97.6 — Pine Hall, NC — for purpose of running around train only
5. Halstead Spur — MP R 101.2 — Pine Hall, NC — dropping only
6. Winston Yard (south end only) — MP R 124.0 — flat switching for car classification
7. Stone Container — MP K 29.9 — Winston-Salem, NC — dropping by only
8. Salem Yard — MP K 24.1 — Winston-Salem, NC — gravity dropping only

#### B. SPECIAL INSTRUCTIONS

##### 1. Fontaine Spur

Fontaine Spur, Timetable direction is southward from the junction switches. Movements, including On-Track equipment, must not enter onto or leave without permission of the Train Dispatcher/Control Operator. The Train Dispatcher/Control Operator must maintain an absolute block for all movements on each branch or spur.

##### 2. Georgia Pacific

Employees working Georgia Pacific are not to smoke on the loading dock or in the building account Georgia Pacific has a no smoking policy in these areas.

##### 3. Heavy Grade

Account heavy grade, cars must be handled with air brakes in service on the following tracks:

Nylon Spur — Martinsville  
Fontaine Spur — Fontaine

**Exception:** On Fontaine Spur, cars may be dropped by gravity in the direction of Georgia Pacific loading dock, or in the direction of Stone Container, after switches have been lined and derails removed for movement into those tracks. No more than two (2) cars may be dropped at one time. Crews performing the switching operation must have a Conductor and brakeman in place to control the movement.

##### 4. Rusty Rail Conditions

Account rusty rail conditions or crossing time out, automatic crossing warning devices may not function properly. Trains and engines must approach the following crossings prepared to stop unless it is determined that the crossing protection is operating properly or until crossing is protected by employee on the ground:

Henry — MP R 48.7 (Storage Track Only)  
Anchor Crossing — MP R 119.1 (Side Track Only)  
Williston Road — MP R 119.4 (Side Track Only)

**WINSTON-SALEM DISTRICT**  
**Starkey to Winston-Salem**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. SPECIAL INSTRUCTIONS (CONT.)**

**5. Spotting Cars — Drake Extrusion**

Place three (3) cars on the Inside track and three (3) cars on the Outside Track. 100% hand brakes is required on all tracks at Drake Extrusion.

WHEN SPOTTING CARS IN THE OUTSIDE TRACK: A hand brake must be applied to the rear car after making a safety stop and before making final spot.

WHEN PULLING CARS ON THE OUTSIDE TRACK: Crews must couple to the cars with unit(s) only. Crews must stretch track prior to releasing hand brakes to ensure coupling was made.

DO NOT SPOT WHEELS OF CARS PAST ORANGE MARKS ON RAIL AND ON WALKWAY ON ALL TRACKS.

**6. Walkertown Car Lot**

Train and engine crews working Walkertown Car Lot are responsible to ensure that the railroad entrance gate is closed and secured after completion of their work and before departing Walkertown Car Lot.

All multi-level cars designated for spotting at the Walkertown Car Lot, MP R 119.1, will be spotted behind the unloading stripe in the industry provided tracks only. Each of the 11 tracks will hold a maximum of seven (7) multi-level cars.

**7. Close Clearance Conditions**

Close clearance conditions are present at the following locations:

North Winston Yard between Tracks No. 3 and No. 4, south end

North Winston Yard between Tracks No. 11 and No. 12, south end

MP K 23.7 — Salem Yard between Tracks No. 5 and No. 6

MP K 29.8 — Weaver Fertilizer

MP R 71.0 — Chatham Oil, Fontaine, VA

MP R 117.6 — House Track, Walkertown, NC

MP R 86.6 — House Track, Stoneville, NC

MP R 20.6 — House Track, Boones Mill, VA

**WINSTON-SALEM DISTRICT**  
**Starkey to Winston-Salem**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**B. SPECIAL INSTRUCTIONS (CONT.)**

**8. Walkertown — McGee Road and Williston Road**

All Employees operating on train and yard movements over private crossing at MP R 119.2, McGee Road and MP R 119.4, Williston Road, Walkertown, NC, are to be governed by the following:

- (a) When operating over these crossings on the Main Track or Track No. 1 in either direction, normal crossing gate protection is afforded to motorists to oncoming train.
- (b) Tracks 2, 3, 4, and when traversing the north leg of the Wye have island protection circuits only. When making movements on these tracks in either direction over these crossings, **Rule 126** must be complied with. Crossing protection will not begin activation until the movement is approximately 150 feet from the crossing regardless of the speed of the movement. For this reason all movements must approach this crossing prepared to stop and will not enter this crossing until:
  - (1) Warning lights have been activated at least 20 seconds and gates, if equipped, have been in horizontal position at least five (5) seconds; or
  - (2) Crossing is protected by flag

**Rule 126** will be complied with.

**C. WINSTON-SALEM YARD**

**1. Bulkmatic Facility**

Running switches or dropping cars by gravity into the Bulkmatic Facility, located at MP K 23.9, is prohibited. All tank cars placed for unloading at the Bulkmatic Facility, located at MP K 24.0, Winston-Salem Yard, must be placed on the east end of No. 1 Track.

**2. N. Winston Yard — Securing Tracks**

The following instructions will govern securing cars left on the Main Line or on Tracks 1–12 in N. Winston Yard:

- (a) Cars or cuts of cars left in tracks will be secured on the north end of the yard unless otherwise instructed by the Yardmaster.
- (b) Hand brakes will not be secured until the move has stopped in the clear or other designated point where cars are to be left standing. Hand brakes will not be shoved against.

**EXCEPTION:** An employee riding the rear car protecting an extended shove may secure one (1) hand brake on the rear car to minimize slack action while riding the car. This hand brake must be released, however, once the move is completed unless it will be included as part of the cars being secured on the north end to secure the cut being left in the track.

**WINSTON-SALEM DISTRICT**  
**Starkey to Winston-Salem**

**9. DISTRICT INSTRUCTIONS (CONT.)**

**C. WINSTON-SALEM YARD (CONT.)**

**3. Winston Yard — Performing Switching**

The following instructions will be adhered to regarding switching and handling of cuts of cars by yard crews at Winston-Salem, NC:

- (a) When handling cuts of 20 or more empties, 15 or more loaded cars, or any combination of 15 or more cars, yard crews will work air on no less than the head five (5) cars next to the locomotive to ensure there is sufficient braking ability available. Depending on the circumstances, the engineer may request additional cars be worked but five (5) is the minimum.
- (b) Gravity switching of cars is permissible. The following instructions will be followed:
  - (1) Loaded cars will be cut in single car cuts and no more than three (3) empty cars may be put together as a track.
  - (2) Cars may be cut only when there are sufficient ground employees available to ensure cars cut are handled safely using hand brakes as needed to control speed and prevent damage.
  - (3) Cars may only be cut when they will free roll no more than 10 car lengths or 500 feet.
  - (4) Crews will ensure proper coupling of all cars in tracks by stretching the track and observing all cars are coupled. This will be done prior to leaving cars that have previously been switched by gravity or prior to shoving a track for purposes of spotting on air plug or making additional room.
  - (5) When switching cars to a clear track initial cars placed in track will be shoved in the track, not gravity switched to it, and will then be properly secured leaving all hand brakes on one end or the other. As the same or other crews switch cars into such tracks, hand brakes will be adjusted accordingly to prevent hand brakes from being scattered through a track of cars.

# HILL TOP BRANCH

## Hill Top Junction to Jones Creek

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
		R 63.2/ DW 47.2  DW 44.3	SHENANDOAH DISPATCHER..... 552 3  HILL TOP JUNCTION  JONES CREEK	

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
Hill Top Junction and Jones Creek	<b>Rules</b>
	171

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
	<b>MPH</b>
MP DW 47.2, Hill Top Junction and MP DW 44.3, Jones Creek	10
Except: MP DW 47.2 (MP R 63.2), Hill Top Junction, Through Turnout	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Hill Top Junction and Jones Creek	291,000	420,000	263,000	300,000

#### B. EQUIPMENT RESTRICTIONS

Between Hill Top Junction Switch and Jones Creek, only one (1) unit allowed, not coupled to another unit.

**HILL TOP BRANCH**  
**Hill Top Junction to Jones Creek**

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. SPECIAL INSTRUCTIONS**

**1. Rusty Rail Conditions**

Account rusty rail conditions or crossing time out, automatic crossing warning devices may not function properly. Trains and engines must approach the following crossing prepared to stop unless it is determined that the crossing protection is operating properly or until crossing is protected by employee on the ground:

MP DW 46.6 — RT 667

**2. Bad Footing/Close Clearance — Cycle Systems**

Account deteriorated conditions at the old scrap paper shed at Cycle Systems, MP DW 46.0, employees are prohibited from walking around, under, or handle equipment in this area located on the west side of the track. Cars being spotted for the customer will not be shoved beyond the north end of the platform.

# NYLON SPUR

## Nylon Spur Junction to Dupont

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
			SHENANDOAH DISPATCHER..... 552 3	
		R 64.9/ NY 0.0	NYLON SPUR JUNCTION	
		NY 1.0	DUPONT	

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
Nylon Spur Junction and Dupont	<b>Rules</b>
	171

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
	<b>MPH</b>
MP NY 0.0, Nylon Spur Junction and MP NY 1.0, Dupont	10
Except: MP NY 0.0 (MP R 64.8), Nylon Spur, Through Turnout	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Nylon Spur Junction and Dupont	291,000	420,000	263,000	300,000

#### B. EQUIPMENT RESTRICTIONS

Between Nylon Spur Junction and Dupont, only one (1) unit allowed, not coupled to another unit.

**NYLON SPUR**  
**Nylon Spur Junction to Dupont**

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.



# BELEWS CREEK SPUR

## Belews Creek Junction to Belews Creek Plant

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
WSM DS 		R 105.5/ BC 0.0  BC 4.1	SHENANDOAH DISPATCHER.....552 3  BELEWS CREEK JUNCTION ..... CP  BELEWS CREEK PLANT ..... CP	

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main 1 Track</b>
Belews Creek Junction and Belews Creek Plant	<b>Rules</b>
	261

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Fr.</b>
MP BC 0.0, Belews Creek Junction and MP BC 4.1, Belews Creek Plant	<b>MPH</b>
	25

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Belews Creek Junction and Belews Creek Plant	291,000	420,000	315,000	394,500

#### B. EQUIPMENT RESTRICTIONS

None.

**BELEWS CREEK SPUR**  
**Belews Creek Junction to Belews Creek Plant**

**6. SWITCHES AND DERAILS**

**SPRING SWITCHES**

Belews Creek Power Plant — Switch 1A  
Normal position is lined for straight track movement.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED**

None.

**B. SPECIAL INSTRUCTIONS**

**Belews Creek Plant**

1. In an effort to expedite the timely departure of empty trains from Belews Creek Plant, Belews Creek, NC:
  - (a) Crews arriving Belews Creek for empty hopper trains will contact coal handling personnel to ensure empties have been released.
  - (b) If empties have been released and there are no loaded trains spotted in Tracks 1 and 2, crew may conduct their brake test and car inspection in Tracks 3 and 4.
  - (c) If a loaded coal train arrives Belews Creek while outbound crew is performing a brake test or car inspection in Tracks 3 and 4, the outbound crew will finish the task they are conducting, then pull cars from Tracks 3 and 4 to clear Track No. 5 switch and then complete their brake test on the Industry Lead, Belews Creek Spur. Once the cars are clear of Track No. 5 switch, crew will notify coal handling personnel that they can remove the derail and commence dumping operations.
  - (d) If a loaded coal train is tied down in Tracks 1 and 2, and Belews Creek personnel are waiting for the outbound crew to depart before commencing dumping operations, outbound crew will pull empties from Tracks 3 and 4 (Track 5, if necessary) to a point clear of Track No. 5 switch. Once cars are clear of Track No. 5 switch, the outbound crew must contact coal handling personnel either by phone or through the Train Dispatcher/Control Operator, and inform them that empties are clear of Tracks 3 and 4, and Belews Creek personnel can then remove derail and commence dumping operations, allowing empties to drop to Tracks 3 and 4.
  - (e) After empties have cleared Tracks 3 and 4, and Belews Creek personnel have been notified of such, outbound crew can then conduct their brake test and car inspection on Belews Creek Industry Lead and Spur.

## BELEWS CREEK SPUR Belews Creek Junction to Belews Creek Plant

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. SPECIAL INSTRUCTIONS (CONT.)

##### Belews Creek Plant (Cont.)

2. At the request of Belews Creek Plant, all train crews are not to apply hand brakes on cuts of loaded coal cars placed on Tracks 1 and 2 at Belews Creek Steam Station, MP BC 4.0. **NS-1 Rule A-18**, is to be fully complied with.
3. Belews Creek Plant closes and locks the gates across the tracks. The gate is located approximately 100 feet inside the Yard Limit sign at MP BC 4.2. The gate will have two (2) locks, one of which will be a switch lock.  

Trains entering the Belews Creek facility will be required to stop short and open gate. NS crews are also required to close gate after movements have cleared gate. If crews are unable to close gates due to hours of service, they must call Belews Creek personnel at the Control Room, phone 336-445-0520 or 0521.
4. As a reminder, all employees arriving at Belews Creek Plant on coal trains are to put the EOT in the EOT Storage Box located at the plant and close the lid on the EOT. When placing the EOT in the Storage Box, take the fully charged battery out of the charger, place on shelf in box, and place the used battery from the EOT in the charger. This will help crew members arriving at Belews Creek Plant to pick up the hoppers. Air powered EOT's may be left on the rack located on designated pole near south end of Track No. 3.
5. **Belews Creek — Hold Out From Spotting**  
Trains arriving Belews Creek and being held out from spotting by instructions of the Dispatcher will stop at the dwarf signal at MP BC 4.1 until notified okay has been given to bring train in to spot. This will allow Belews Creek Plant personnel head room when pulling loaded Ammonia tanks. The past practice of stopping at No. 5 switch inside the plant is prohibited.
6. The normal position of the switch to the new Limestone Yard at entrance to Belews Creek plant is lined for straight track movement to the coal yard. Crews using this switch for movements into or out of the Limestone Yard are to leave the switch lined for normal (straight) after use.
7. **Limestone Yard — Duke Energy**
  - Track 1 — 690 feet
  - Track 2 — 700 feet
  - Track 3 — 975 feet
  - Track 4 — 961 feet
  - Run Around Track — 2,185 feet
  - Stub Track — 250 feet

Power off inbound limestone trains will be left on the Run Around Track unless otherwise instructed by the Dispatcher.

# VIRGINIA DIVISION SPECIAL INSTRUCTIONS

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## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS

#### VA-EQ-1. EXCESSIVE DIMENSION EQUIPMENT

Except as provided in this section, open-top cars carrying over-dimensional loads must not be handled unless waybill has attached to it and both sides of the car are placarded with Form CF-694.

If Form CF-694 indicates that the car is "OK" for movement in through trains (has "YES" blocked checked), the car may be moved normally, unless otherwise directed.

If Form CF-694 indicates that the car is not "OK" for movement in through trains (has "NO" block checked), the car must not be handled except when authorized by the Transportation Department Clearance Department (to be issued over the signature of the Superintendent).

Open-Top cars carrying over-dimensional loads received at an intermediate station or interchange point may be moved without Form CF-694, provided authorization for such movement has been received from the Transportation Department Clearance Department, to the first terminal only, at which time Form CF-694 will be prepared and applied to the cart and waybill. All concerned will be on the lookout for open-top cars carrying loads which appear to be over-dimensional. Such cars which do not bear the placard Form CF-694 are to be considered restricted until checked and determined to be otherwise.

Except where the Conductor receives written notification from Mechanical Department forces that his/her train contains no cars that have clearance dimensions greater than that required for **unrestricted service**, it is the responsibility of the Conductor in charge to determine this.

The following restrictions apply:

1. Any eastward loaded auto/truck frame cars operating on the Virginia Division between Bristol and Norfolk will be operated via the double-stack route.
2. No westward loaded auto/truck frame cars are to be operated on the Virginia Division between Norfolk and Bristol/Bluefield, without written approval from the Clearance Department in Atlanta.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### VA-EQ-2. OFFICE CARS — TRAILING TONNAGE

When the following Office Cars and dormitory, sleeping and power cars are moved on the head end of freight trains, trailing tonnage must not exceed that shown below:

TERRITORY	NS CAR NUMBERS	NS CAR NUMBERS
	3, 6, 8, 9, 11, 13, 20, 21, 23, 27, 31	1, 2, 4, 12, 18, 19, 25, 28, 29, 30, 39
		NW 536, 540, 1407, 9647, SOU 726, 841, 842, 843, 844, 845 and 2352

**Blue Ridge Dist.**

Between Crewe and  
Kinney via Belt Line

10,000 Tons

8,000 Tons

**Blue Ridge Dist.**

Between Crewe and  
Kinney via Old Line

9,600 Tons

7,000 Tons

**Blue Ridge Dist.**

Between Roanoke  
and Kinney

7,100 Tons W  
7,500 Tons E

4,600 Tons W  
5,100 Tons E

**Altavista Dist.**

9,500 Tons W  
10,600 Tons E

7,500 Tons W  
8,800 Tons E

**Christiansburg Dist.**

6,500 Tons W  
9,000 Tons E

4,000 Tons W  
6,500 Tons E

**Whitethorne Dist.**

6,500 Tons W  
10,000 Tons E

4,000 Tons W  
8,000 Tons E

**Pulaski Dist.**

7,500 Tons W  
6,500 Tons E

4,900 Tons W  
4,000 Tons E

**Roanoke Dist.**

7,000 Tons

4,500 Tons

**Hagerstown Dist.**

7,000 Tons N  
5,500 Tons S

4,500 Tons N  
3,500 Tons S

**Winston Dist.**

6,500 Tons

4,000 Tons

Trailing Tonnage for NS 32 will not be more than tonnage rating of two (2) High Adhesion Locomotives (or the equivalent of).

#### VA-EQ-3. DOUBLE-STACK CARS

Double-stack train service exists between Norfolk and Chicago in a corridor to include Norfolk — Crewe — Lynchburg — Roanoke — Walton — Bristol (only) and between Hagerstown and Roanoke on the Hagerstown and Roanoke District and the maximum overhead clearance in this route is 20'3" above top of rail. When on the Virginia Division, double-stack equipment (loaded two (2) containers high) is cleared only for movement on Main Tracks and passing sidings or auxiliary tracks actually specified in the Timetable.

# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-EQ-3. DOUBLE-STACK CARS (CONT.)

#### VIRGINIA DIVISION

##### 1. AUTHORIZED LOCATIONS

Double-stack cars loaded with two (2) layers of containers are **permitted for movement** on the following districts/locations. This includes movements on Main Track(s) and sidings unless otherwise noted:

Pulaski District

Christiansburg District — between Walton and Roanoke only

Movement confined to Main 2 only through Montgomery Tunnel,  
MP N 284.84

Whitethorne District — between VN and Salem Connection Track only

Blue Ridge District — via Farmville Belt Line

— Lynchburg, VA — Kinney Yard — all auxiliary yard tracks. All Piedmont Division destined trains must notify Montview Yard and the Piedmont Division Dispatcher of the presence of double-stacks in their train prior to leaving Virginia Division trackage account maximum height restriction of 19'3" for cars moving between Kinney and Montview, which must not be exceeded.

Norfolk District — via Petersburg Old Line or Petersburg Belt Line

Hagerstown District

Roanoke District

##### 2. PROHIBITED LOCATIONS

Double-stack cars loaded with two (2) layers of containers are **prohibited from operating** over/at the following districts/locations:

Altavista District

Christiansburg District — between Walton and Bluefield  
via Main 1 at Montgomery Tunnel, MP N 284.84

Whitethorne District — between VN and Narrows

Winston-Salem District

Durham District

Richmond District

Franklin District

##### 3. GENERAL INSTRUCTIONS FOR HANDLING

- (a) Conductor and Engineer must ascertain if their train contains double-stack equipment prior to departure from originating terminal and must notify the Train Dispatcher/Control Operator of such equipment prior to exit/departure from the originating terminal. At run through terminals where trains stop to swap crews only, the crew being relieved will advise the relieving crew of the existence of double-stack cars in their train.



# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-EQ-3. DOUBLE-STACK CARS (CONT.)

#### VIRGINIA DIVISION (CONT.)

#### 3. GENERAL INSTRUCTIONS FOR HANDLING (CONT.)

- (b) When setting off or picking up double-stack cars on line-of-road, Conductor must ensure the Dispatcher is notified of such prior to departing station; relief crews will ensure Dispatcher is notified of the presence of double-stacks in their train prior to departure.
- (c) **Prior to entering yards** (even if in an approved double-stack route) Conductor must **ensure Yardmaster or Terminal Trainmaster is advised of the existence of any double-stack cars in the train consist prior to entering yard limits.** In their absence, the Train Dispatcher/Control Operator will be notified.
- (d) When necessary to set off or pick up a stack car account bad order status or otherwise, crew members are responsible to ensure clearance from overhead wires, cables, load docks, roof overhangs, or any other obstructions above or adjacent to auxiliary track(s) being used.
- (e) Any yard crew handling a loaded double-stack car must, prior to movement, ensure the Yardmaster or Terminal Trainmaster is advised of such equipment and then will be governed by special instructions of supervisor as to movement of double-stack equipment on Main Track or on auxiliary tracks within yards.
- (f) Single-unit or multiple unit double-stack car loaded or empty, must not be humped or flat switched with motive power detached, except to a clear track.
- (g) Double-stack cars must not be moved over retarders unless it is known that there is proper clearance.
- (h) Interdivisional trains containing double-stack equipment must notify the governing Virginia Division Dispatcher of the existence of such equipment in their train prior to entering the Virginia Division.

#### NORFOLK TERMINAL

#### 1. AUTHORIZED LOCATIONS

- Main Track    Between MP N 8.0 and MP N 3.5  
                  Between MP V 5.1 and MP V 2.3  
                  Between MP A 0.0 and MP A 7.3  
                  Between South Norfolk and Lamberts Point when necessary with the following restrictions:
- (a) Limit speed to 5 MPH or a walking speed on and through truss Bridge No. 5, MP N 1.27, if using Main 2, Norfolk, VA.
  - (b) No restriction required for movement on Main1 on and through truss Bridge No. 5, MP N 1.27, when moving at Timetable Speed of 25 MPH.

# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-EQ-3. DOUBLE-STACK CARS (CONT.)

#### NORFOLK TERMINAL (CONT.)

#### 2. PROHIBITED LOCATIONS

South Branch Line

Berkley Line

Portlock Yard — May not be placed in the “Shop Track” — will not clear roof overhang

— When pulling/placing on “Track A” movement must be observed by a crew member to ensure car/load will clear the sand tower.

NIT-Norfolk International Terminal — only under direction of a Transportation Department Supervisor at the following locations:

— Center rail door at Pier No. 2

— Overhead wire over track on old NPBL Lead at NIT No. 79 switch

— Overhead wire over tracks running between Warehouses No. 6 and No. 7

— Overhead wire over tracks running on south side of Warehouse No. 8

— Overhead wires over remaining lead track which used to go to Penrod Junction and Clark. All concerned must be on the lookout to ensure overhead clearance.

#### 3. GENERAL INSTRUCTIONS

(a) When necessary to handle double-stack cars on other than approved Main Tracks in Norfolk Terminal Yards, at NIT, or on an industrial siding, crew members are responsible to ensure clearance from overhead doors, cables, transtrainers, load dock overhangs, trainstrainer cranes, and any other obstruction.

(b) Double-stack cars must not be humped, and may not be cut off in motion during flat switching operations.

(c) Unless otherwise directed by the proper authority, loaded “Stack” cars will not be placed for movement on Train 233 or I33.

(d) Yardmasters working in Towers, all Bridge Operators, T and E, clerical, and Mechanical employees must observe outbound trains for the presence of “Stack” equipment and any discrepancies should be reported to the on-duty Yardmaster immediately. Inbound trains into Norfolk Terminal may be expected to contain double-stack cars. Yard cuts to/from NIT, Portlock Yard, and/or Lamberts Point may contain double-stacks.

(e) Yard crews must communicate with respective Yardmaster to ensure their knowledge of the presence of double-stack cars to ensure compliance with speed and overhead clearance restrictions in/about Norfolk Terminal Division and industrial sidings.

### VA-EQ-4. SPENO TRACK CLEANERS — RETARDER RESTRICTION

New Speno Style NS yard track cleaner will not be moved across retarders except under close personal observation by crew member to ensure proper clearance.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### VA-A-1. TRAIN CLEARANCE — VERIFYING

Whenever a Train Clearance is received and the “time issued” on the Train Clearance is greater than three (3) hours prior to the reporting time of the train, the Train Clearance must be verified with the Train Dispatcher/Control Operator on-duty to ensure that their Train Clearance is the most current.

All Princeton-Deepwater District trains must contact the New River Dispatcher before entering the Main Line at PD Junction on the Virginia Division to ascertain if there are any additions to the Virginia Division Train Clearance, and for other restrictions.

All trains reporting on the Piedmont Division, before entering Virginia Division Main Line, will contact the appropriate Virginia Division Dispatcher and verify Train Clearance numbers for districts operating over, and for other restrictions.

#### VA-A-2. TRAIN CLEARANCE INSTRUCTIONS

Engineers and Conductors will be responsible for obtaining their respective train clearance from the mainframe and all other current practices dealing with delivery of Train Clearances will be discontinued.

##### TRAIN CLEARANCE SELF-PRINT INSTRUCTIONS

The mainframe has been modified to allow an Engineer and Conductor to REVIEW or PRINT an existing Train Clearance addressed to a train. The only requirement is for the document to be current. If any of the content contained within the Train Clearance document have been modified since the clearance was issued, the document cannot be printed or viewed.

Following are instructions for PRINTING a Train Clearance on all UTCS Divisions:

##### UTCS TRAIN CLEARANCE SELF-PRINT

To Print a Train Clearance:

1. Choose option “A” from a mainframe horse.
2. Log in with your user name and password.
3. Type “B122” <ENTER>.
4. Type your 3 digit train symbol and 2 digit train date and press “ENTER”.
5. Place the cursor in front of your clearance.
6. View the Clearance using the <F5> key.
7. Place the cursor on the “PRINT” field.

To Change the Pre-Defined Printer:

1. Place cursor on the “Print” field.
2. Locate the printer id of the desired printer.
3. Enter a “/” and the 2nd 3rd 4th and 6th character in the field <Enter>  
Example: HQCLK9P > Use > /QCL9

To Fax/Memo the Clearance:

1. Display the clearance using the <F5> key.
2. Type the word “Fax” or “Memo” over the “Print” field at the top center of the screen <ENTER>.
3. Enter the appropriate information and then <F3> to send.

# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-A-2. TRAIN CLEARANCE INSTRUCTIONS (CONT.)

Following are instructions for PRINTING a train clearance on Non-UTCS Divisions.

#### TCS TRAIN CLEARANCE SELF-PRINT

To Print a Train Clearance:

1. Choose option "J" from a mainframe horse.
2. Press <PAUSE/BREAK> to escape past the login screen.
3. Type "TCS" <ENTER> or <CTRL>.
4. Type the division number from the list provided.
5. Type "TI" in the 2nd field <ENTER> or <CTRL>.
6. Type your 3 digit train symbol <TAB>.
7. Type your crew segment 2 character date.
8. Type "Y" to request a reprint.
9. Type the printer id such as "HQCLK9P" then <ENTER> or <CTRL> to print clearance.

Your Train Clearance should start printing within seconds of pressing the "ENTER" key if the printer isn't already busy. TCS will display an error message "NO TRAIN CLEARANCE AVAILABLE FOR REPRINT" if it cannot print the Train Clearance.

When this message is received or if you do not receive TRAIN CLEARANCE, contact the Train Dispatcher/Control Operator and request a Train Clearance be issued for your train.

### VA-A-31-1. TWO-WAY EOT TERRITORY

Reference **NS-1 Rule A-31**, Rules for Equipment Operation and Handling.

Listed below indicated District and Track Segment that require two-way end-of-train device for freight trains:

Average Grade of 1% or greater  
over a distance of 3 continuous miles:

Average Grade of 2% or greater  
over a distance of 2 continuous miles:

#### Hill Top Branch

None

Between MP DW 41.7 and  
MP DW 44.5 — Northward

#### Blue Ridge District

Between MP N 245.5 and  
MP N 241.2 — Eastward

None

Between MP N 245.5 and  
MP N 249.8 — Westward

#### Durham District

Between MP L 11.5 and  
MP L 8.0 — Northward

None

Between MP L 20.0 and  
MP L 23.0 — Southward

# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-A-31-1. TWO-WAY EOT TERRITORY (CONT.)

Average Grade of 1% or greater  
over a distance of 3 continuous miles:

Average Grade of 2% or greater  
over a distance of 2 continuous miles:

#### **Christiansburg District**

Between MP N 289.5 and  
MP N 278.0 — Eastward

None

Between MP N 362.5 and  
MP N 358.7 — Eastward

#### **Pulaski District**

Between MP NB 323.5 and  
MP NB 316.6 — Eastward

None

Between MP NB 309.8 and  
MP NB 314.9 — Westward

Between MP NB 324.0 and  
MP NB 328.0 — Westward

Between MP NB 368.2 and  
MP NB 371.2 — Westward

#### **Whitethorne District**

Between MP V 278.2 and  
MP V 271.0 — Eastward

None

#### **Hagerstown District**

Between MP H 82.4 and  
MP H 79.0 — Northward

None

Between MP H 98.0 and  
MP H 101.7 — Southward

#### **Roanoke District**

Between MP H 162.6 and  
MP H 159.3 — Northward

None

Between MP H 182.2 and  
MP H 185.2 — Southward

Between MP H 225.8 and  
MP H 217.0 — Northward

Between MP H 162.6 and  
MP H 169.4 — Southward

**VIRGINIA DIVISION**

**SPECIAL INSTRUCTIONS (CONT.)**

**VA-A-31-1. TWO-WAY EOT TERRITORY (CONT.)**

Average Grade of 1% or greater  
over a distance of 3 continuous miles:

Average Grade of 2% or greater  
over a distance of 2 continuous miles:

**Chesapeake Western Railway**

Between MP EB 15.1 and  
MP EB 10.8 — Eastward

None

Between MP EB 5.2 and  
MP EB 2.2 — Eastward

**Winston-Salem District**

Between MP R 10.8 and  
MP R 7.3 — Northward

None

Between MP R 18.1 and  
MP R 15.1 — Northward

Between MP R 38.1 and  
MP R 35.1 — Northward

Between MP R 42.0 and  
MP R 47.3 — Southward

Between MP R 66.5 and  
MP R 63.4 — Northward

Between MP R 66.6 and  
MP R 70.4 — Southward

Between MP R 77.5 and  
MP R 74.5 — Northward

Between MP R 83.4 and  
MP R 90.0 — Southward

**Norfolk District**

None

None

**Richmond District**

None

None

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-A-31-2. CARRYING OF TWO-WAY END OF TRAIN DEVICES**

All employees will be governed by the following instructions when lifting and carrying the two-way End of Train Devices (EOTD):

1. Only the two (2) handles provided on the EOTD should be used to lift and carry the device:
  - (a) One (1) handle is a rubber hand grip located around the bottom part of the antenna, and;
  - (b) The other handle is located in front of the device below the light lens.
2. Never use the device staff as a handle.
3. Avoid sudden movement or twisted position.
4. Have secure footing, bend knees, and keep back erect.
5. Use both hands:
  - (a) Place either hand on the rubber hand grip at the base of the antenna.
  - (b) Place the opposite hand on the handle in front of the EOTD below the light lens.
6. Lift maintaining a firm grip on the EOTD, keeping the load as close to the body as possible.

#### **VA-A-31-3. EOT/HOT ADDITIONAL INSTRUCTIONS — DE-ARMING HOT'S**

Reference A-31 — End of Train Device:

1. Two-Way End of Train Devices (Two-Way Devices)
  - (a) All units except lead locomotive on train, must have the HOT's de-armed.
  - (b) All units not on trains must also have the HOT's de-armed.
2. This can be done in several ways, depending on type of HOT:
  - (a) Wide body HOT's — on computer screen program select D-arm.
  - (b) Permanent HOT's — change HOT to 7000 and arm.
  - (c) Changeable HOT's — Unhook power cable to HOT.
3. All employees are responsible for ensuring that the EOTD on all units are de-armed and dialed out. The only unit that should have the EOTD armed and dialed in, is the lead locomotive on a train that is to be operated through Roanoke.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### VA-C-100-1. LOOSE CEMENT ON TOP OF COVERED HOPPERS

Loose material or dust that can gather on top of covered hoppers loaded at Global Stone, Buchanan, VA, and Roanoke Cement, Cloverdale, VA, has a tendency to harden and could possibly fall from top of these cars when being coupled to or moved. All employees are to ensure they maintain a safe distance from these type of cars when making couplings, switching their train or while inspecting passing trains.

#### VA-C-100-2. PICKING UP OPEN TOP HOPPERS — MIXING CAR TYPE

When picking up hoppers on line-of-road, do not mix hopper types. If train consist entirely of regular system bottom dump hoppers, do not pick up non-bottom dump or aluminum type hoppers, unless authorized by the Chief Dispatcher.

#### VA-C-100-3. SWITCHING DOUBLE-STACK AND SPINE CARS

Instructions for switching single or multiple-unit double-stack cars and articulated single platform (spine) cars, loaded or empty, at hump yards:

1. At Manual Hump Yards:
  - (a) The CRO will control speed of spine or double-stack cars for 4 MPH or less coupling.
  - (b) Following cars must not be cut off until spine or double-stack car has passed the second control point (group retarder).
2. At Process Control Hump Yards:

Speed of spine or double-stack car must be reduced to 1 MPH to allow maximum spacing between equipment.

**NOTE:** These instructions do not effect current Timetable Hazardous Materials Switching Chart.

#### VA-C-100-4. INSPECTING CARS — BLOCK SWAPPING

Procedure for Inspecting Cars When Cars are “Block swapped.”

**Definition:** “Block Swapping” is the procedure where a block, consisting of one (1) or more freight cars, that has previously received (a) an initial terminal (Form **NS-1 Rule A-6**) air brake test and (b) a Freight Car Safety Standards inspections, is removed from a train and placed into another train:

A block of cars placed in a train must:

- Receive a Freight Car Safety Standards inspection before or after being placed in a train.

**NOTE:** A train crew will comply with **NS-1 Rule C-100** for this inspection.
- Be inspected from both sides of the car(s).

**NOTE:** If an inspection cannot be safely made of both sides of the train because of terrain, then a one side inspection is acceptable until train can be moved to an area where the other side can be inspected.

**NOTE:** These instructions outline the requirements for Freight Car Safety Standards Inspections when “Block Swapping” and does not change the requirements for air brake tests.



# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-F-1. TRESPASSERS — REPORTING OF

If a trespasser is seen on, in, or in the immediate vicinity of a bridge, trestle or tunnel, the Train Dispatcher/Control Operator, Yardmaster or other proper authority shall be notified by the quickest means of Communication and they in turn will promptly notify the NS Police Department.

### VA-GR-6-1. PERIODS OF INACTIVITY

In cases where you have had extended periods of inactivity, i.e., road runs, taxi(s), etc., you are required to perform "re-warm-up" exercise when possible and safe. This requirement can be met by doing simple stretching exercises in place.

### VA-GR-7-1. TEMPORARY VACANCIES

All employees at outlying points holding temporary vacancies of unknown duration must contact Crew Management daily via VRU, computer, or by telephone before going off duty to receive their release and deadhead, if applicable. Employees at outlying points holding a temporary vacancy of known duration must contact Crew Management while on duty on the last working day of the temporary assignment to obtain their deadhead authority and/or release.

### VA-GR-9-4. STRESS STATE DETECTORS

Stress State Detector (SSD) measures various stress levels that occur at the rail to wheel interface point as a train passes over the detector. These measurements include:

- Impact a rail wheel has on the track structure
- Imbalanced loads resulting from improper loading and/or shifted loads

#### 1. LOCATION

Stress State Detectors are located on the Virginia Division at:

Location	District	Track	Milepost	Direction Activated
Waverly, VA	Norfolk	Main 1 & 2	N 61.6	Both
Ironto, VA	Whitethorne	Main 1	V 266.6	Both

# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-GR-9-4. STRESS STATE DETECTORS (CONT.)

#### 2. RADIO MESSAGES

- (a) Stress State Detectors are equipped to transmit twice via radio on the designated road channel either a “Non-Critical” or “Critical” alarm message when a defect is detected.
- **Non-Critical** — NS SSD MP (milepost location) Track (designation). (Number of alarms detected) alarms detected. Contact Train Dispatcher/Control Operator.
  - **Critical** — Critical Alarm, Critical Alarm, Critical Alarm. NS SSD MP (milepost location) Track (designation). (Number of alarms detected) alarms detected. Contact Train Dispatcher/Control Operator.
- (b) “NO DEFECT” MESSAGE

If the SSD does not detect any alarm conditions, the detector will announce twice via radio on the designated road channel the following automatic message: NS SSD MP (milepost location) Track (designation) — NO DEFECT.

#### 3. DETECTOR ALARMS

- (a) When a Stress State Detector transmits via radio an alarm message (“Non-Critical” or “Critical”), the train:
- **Non-Critical** — May continue without stopping, not exceeding 30 MPH. Train crew must contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of location and alarm announcement.  
Train Dispatcher/Control Operator will provide the train crew with instructions and information regarding defects detected by the SSD.
  - **Critical** — Must be stopped for inspection as soon as possible consistent with safe train handling procedures. Train crew must contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of location and alarm announcement. Train Dispatcher/Control Operator will provide the train crew with instructions and information regarding defects detected by the SSD. If no obvious defects are found upon inspection, the train may proceed not exceeding 30 MPH to the nearest location where the car(s) must be set out.
- (b) If the SSD does NOT transmit a message or a message is NOT received, the train must immediately reduce speed, not exceeding 30 MPH. Train crew must promptly contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of the location and failure of SSD announcement. Unless notified by the Train Dispatcher/Control Operator to stop and inspect a car(s), the train may then proceed at authorized speed without stopping.

The Train Dispatcher/Control Operator must promptly notify the C&S Department of the failure.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### VA-GR-9-4. STRESS STATE DETECTORS (CONT.)

##### 4. INSPECTION

When notified by the Train Dispatcher/Control Operator to inspect a car(s), the train crew must visually inspect the car(s) indicated. Based on the defect type, the following conditions should be inspected for:

- (a) Wheel Impact
  - Flat spots/Shelled Tread
  - Broken/Cracked Wheel
  - Tread Build-up
- (b) Imbalanced Load
  - Bulging sides, doors, ends, or top chords
  - Leaning or listing
  - Springs that are completely compressed on one side and loose on the other side
  - A restriction between the wheels and car body
  - Lading improperly distributed and/or shifted in open top cars

##### 5. GENERAL INSTRUCTIONS

Trains that stop on an SSD or do not maintain a minimum of 15 MPH while passing over the SSD may receive multiple messages. When possible, stopping or reducing speed below 15 MPH should be avoided while passing an SSD. If multiple voice messages are received, the train crew must handle them as described in Section 2.

When an SSD announces any alarm, a crew member will promptly notify the Train Dispatcher/Control Operator of the alarm type.

When a car(s) must be inspected for SSD alarms, a crew member must provide the Train Dispatcher/Control Operator with the results of the inspection and furnish the following information:

- Train Identification
- Car initial and number
- Type of defect
- Location of defect

The Train Dispatcher/Control operator will determine proper disposition of car(s) based on any inspection result.

# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-GR-10-1. MEMO BULLETIN BOARDS

All Virginia Division Operations Bulletins and Superintendent Notices are electronically posted in a bulletin board in the MEMO System. A Virginia Division master bulletin board "VABULLS" can be accessed, which will contain separate bulletin boards for Operations Bulletins "VAOPB" and Superintendent Notices "VAGIB".

All Bulletins may be printed for your retention and future reference, but once a Bulletin has expired or has been cancelled or superceded, all copies must be destroyed.

Each employee, before commencing a trip or tour of duty, must read all Operations Bulletins applicable to his/her run that were posted since he/she last worked.

In the event that the MEMO System is down, the Chief Dispatcher's Office (7-981-4739 or 540-981-4739) must be promptly contacted to secure Bulletin information.

### VA-GR-13-1. HIGH BRAKE STEP — RESTRICTIONS

Employees must not occupy the high brake step of any moving car at the following locations:

MILE POST	STATION	OBSTRUCTION
P 3.87	Secoast	Overhead Bridge
N 220.91	Goode	Overhead Bridge
N 228.59	Bedford	Arch
F 139.9	Richmond	Overhead Bridge
F 140.1	Richmond	Overhead Bridge
F 141.1	Richmond	Overhead Bridge
F 141.25	Richmond	Overhead Bridge
V 194.40	Mansion	* Tunnel
V 206.03	Leesville	Slide Fence
V 206.20	Leesville	* Tunnel
V 213.50	Huddleston	* Tunnel
V 214.80	Huddleston	Overhead Bridge
V 220.00	Moneta	Overhead Bridge
V 226.00	Goodview	* Tunnel
V 235.70	Hardy	* Tunnel
L 2.64	Durmid	* Tunnel
L 70.5	Denniston	Overhead Bridge
H 142.88	Waynesboro	Overhead Bridge
H 177.66	Cornwall	Overhead Bridge
N 284.84	Montgomery	* Tunnel
N 305.43	Pepper	* Tunnel
N 316.15	Eggleston	* Tunnel No. 1
NB 369.75	Seven Mile Ford	Slide Fence
V 268.10	Slate Hill	* Tunnel
V 277.66	Merrimac	* Tunnel
V 283.20	New River	* Tunnel

\*Restriction applies at both portals and through tunnel.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### VA-GR-21-1. LOCOMOTIVE SEATING

When occupying locomotive cab, there must be sufficient seating for all employees. Locomotive cab seats shall be securely mounted and braced. No improvised or temporary seating will be permitted. Any questions should be handled with the Chief Dispatcher.

#### VA-GR-21-2. BUDDY SYSTEM

To improve safety and protect against injuries when mounting or dismounting locomotives, cars, or equipment, train and engine crew members must use the following procedure:

When necessary to place grips, coolers, bags, backpacks, and similar items on or off equipment use the buddy system.

1. One (1) crew member will board or dismount the equipment first maintaining a secure handhold.
2. The second crew member will hand grips, coolers, bags, backpacks, and similar items to the first crew member.
3. The first crew member will place the items in a location where they will not be bumped, knocked off, or present a tripping hazard.
4. The second crew member will then board or dismount the equipment maintaining a secure handhold.

Employees must always maintain a secure handhold when mounting or dismounting equipment.

#### VA-GR-31-1. UNAUTHORIZED VEHICLES

**(These instructions apply to clerical employees as well as Train and Engine service employees.)**

Transportation employees are prohibited from riding motor vehicles that are less than standard size, while on-duty.

Some departments have Cushman vehicles, "John Deere Gators," and other modified vehicles they use to ride in yards and terminals, between tracks, etc.

You are prohibited from riding in these type of vehicles.

**EXCEPTION:** Transportation Pier employees may operate these type vehicles in the performance of their assigned duties in the vicinity of the Barney Yard, Empty Yard, Dumpers, and on coal Pier 6.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-L-217-1. CLOSING OF LOCOMOTIVE WINDOWS WHEN PASSING TRESPASSERS**

When on a locomotive with windows open, employees are to close windows when approaching trespassers along right-of-way. Windows will also be closed when approaching and passing through known trespasser problem areas.

This is to help prevent injuries from rocks thrown through open windows and striking employees.

#### **VA-L-235-1. OPERATION OF MULTIPLE LOCOMOTIVE CONSIST**

When operating multiple locomotive consist without cars and/or caboose coupled on any extended moves on line-of-road or within terminal limits, the engineer must operate, when practicable, from the lead locomotive in the direction of movement.

An extended move for these purposes is considered to be any movement, other than switching moves, which pass signals, pass over switches, or public road crossings or involves any other movements in excess of one-quarter mile on line-of-road.

#### **VA-L-236-1. REQUIRED HAND BRAKES — LOCOMOTIVES**

**NOTE: NS-1 Rule L-236.** When locomotives are left on engine servicing facility track(s) at Roanoke, VA (east of Blue Signal Deraill) and at Lamberts Point Roundhouse **ONLY**, it will be necessary to apply the hand brake only on the controlling unit.

All other requirements contained in **NS-1 Rule L-236**, remain in full force.

#### **VA-L-236-2. SETTING OFF OR SWAPPING OF POWER ON LINE-OF-ROAD**

When setting off power or swapping power on line-of-road, ensure unit(s) to be left are equipped with radio and cooler from unit(s) picked up. If equipment is not available, contact the Chief Dispatcher.

#### **VA-L-240-1. CHECKING FUEL — LOCOMOTIVES**

When an Engineer reports for duty at an outpost location, for a yard crew, local, pusher, etc., arrange to check the fuel in the site glass and report to the Train Dispatcher/Control Operator if unit or units are low on fuel and possibly need replacing.

# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-L-241-1. STEEP GRADES — TRAIN HANDLING

Regarding descending steep grades on the Virginia Division, when handling solid loaded bulk commodity trains on Christiansburg and Whitethorne Districts, special attention should be paid to the charts provided with this rule.

The use of the cut-off-on fly device is in service on both Christiansburg and Whitethorne Districts. This will enable the head-end Engineer to descend the grades with a fully charged trainline. If the head-end Engineer requests that the Whitethorne pusher stays coupled until train reaches Fagg, account of locomotive problems or slow orders, the New River Dispatcher must be notified.

If no cut-off device is available or pusher Engineer is not qualified to operate device, pusher goes to North Fork.

The following is the average grade that pertains to this rule on Christiansburg and Whitethorne Districts:

Bluefield.....	MP N 363.0 – MP N 358.0 .....	1.50
Merrimac .....	MP V 278.2 – MP V 271.0 .....	1.36
Christiansburg .....	MP N 289.5 – MP N 278.0 .....	1.30

The West Yard car foreman must be notified by the locomotive Engineer when entering Roanoke Terminal that train is equipped with a cut-off device. If train is relieved west of Roanoke, leave a note on controlling engine that the train is equipped with a device.

It will be absolutely essential that these devices are removed in a timely manner and sent back to Whitethorne to avoid train delay.

**THE WHITETHORNE PUSHER ENGINEER MUST REMEMBER TO NULLIFY THE CUT-OFF-ON FLY DEVICE IF TRAIN IS BEING PUSHED TO NORTH FORK BY SIMPLY TURNING THE ACTUATING HOSE ANGLE COCK.**

**At all times the safety of the crew and good train handling decisions must be number one priority.** If there are any further questions, contact your Division Road Foreman or District Road Foreman of Engines. Additional copies of this rule can be obtained at 24th Street Call Office.

**VIRGINIA DIVISION**

**SPECIAL INSTRUCTIONS (CONT.)**

**VA-L-248(i)-1.   PUSHER SERVICE — POWERED AXLES**

**NOTE: NS-1 Rule L-248:**

(i) No more than the equivalent of 16 conventional powered axles (as referenced in the NS Locomotive series table) may be used in pusher service.

**EXCEPTION:** The equivalent of 24 conventional powered axles may be used in pusher service where authorized by special instructions and train being pushed is a solid loaded bulk commodity train. The following districts are authorized:

- Christiansburg District
- Blue Ridge District

**VA-S-1.           TRASH EQUIPMENT — CONDITION OF EQUIPMENT**

When moving flats loaded with trash containers, employees are to promptly report any containers which have holes or are noticed to be leaking.

Advise Car Number and Container Number to the Dispatcher for further handling.

**VA-SP-1.         SPEED RESTRICTIONS —  
SIDINGS AND AUXILIARY TRACKS**

On the Virginia Division, except where a different speed is authorized by Timetable or Special Instructions:

- All Tracks other than the Main Track ..... 10
- All Siding Tracks ..... 10



# VIRGINIA DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### VA-14(I)-1. WHISTLE SIGNAL — BRIDGE LOCATIONS

Whistles must be sounded at the following bridges and trestles; **Rule 14(I)** is applicable:

#### Blue Ridge District:

MP N 250.6	Coyner Springs
MP N 145.0	Farmville (High Bridge)
MP PH 18.4	Lynchburg

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#### Whitethorne District:

MP V 263.8	Lafayette
MP V 257.5	Wabun

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#### Winston-Salem District:

MP R 45.5	Ferrum
MP R 49.6	Henry
MP R 52.7	Philpott
MP R 63.8	Fieldale
MP R 70.5	Martinsville
MP R 74.1	Fontaine

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#### Hill Top Branch:

MP DW 46.5	
MP DW 46.1	

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#### Pulaski District:

MP NB 315.2	Pulaski
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#### Roanoke District:

MP H 147.3	Waynesboro
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#### Hagerstown District:

MP H 16.4	Shepherdstown
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## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### VA-26-1. BLUE SIGNAL PROTECTION — COMMUNICATION PROCEDURES

When a Mechanical Department employee requests Blue Signal Protection that will involve a Train Dispatcher/Control Operator lining a Remotely-controlled switch away from the track(s) where work will be done, the employee requesting protection will take the identification of the track(s) as follows:

Single digit numbers will be pronounced, then spelled: **Example:** “Track 9 — N-I-N-E”.

Multiple digit numbers will be pronounced, then repeated digit by digit. **Example:** “Track-57 — Five-Seven”.

To ensure correct identification of the track(s) involved, the Train Dispatcher/Control Operator will observe the same requirements when advising the requesting employee that protection has been provided.

#### VA-81-1. CALLING SIGNALS

In order to guard all employees against accidents, injuries, and the loss of life, total compliance with **Rule 81** is necessary.

Failure to announce block signal indications via radio as required by **Rule 81** may be deemed life threatening.

If there is any doubt as to the proper application of this rule, apply to proper authority for explanation.

In the absence of a Trainman or Conductor, the Engineer is responsible for complying with **Rules 81 and 82**.

Calling Station Names is mandatory and provides protection for people, trains, and equipment.

Regarding engineer trainees, after complying with OR 81, student engineers will be required to notify the other crew members in the “operating compartment” the location of the next signal ahead affecting the movement of their train.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-103-1. SHOVING OF EQUIPMENT**

When shoving equipment at any location in accordance with the provision of **Rule 103**, the employee directing the movement must not utilize the Train Consist, Wheel Report or Track List in determining if the track will hold the equipment. If any discrepancy is noted between the equipment being shoved and the consist document, the movement must be stopped immediately.

#### **VA-103-2. PROTECTING SHOVE MOVES**

When protecting shove movements in compliance with **Rules 508 and 103**, only qualified Train and Engine Employees are allowed to protect shove moves.

The following personnel are PROHIBITED from protecting shove moves:

- Engineering Department Employees
- Mechanical Employees
- Clerks
- Contract Van Drivers

#### **VA-104(a)-1. SWITCH AND DERAIL ACKNOWLEDGEMENT — “DOUBLE-CHECK”**

Before a movement is made into or out of any track, the Engineer must be told via radio that the switch is lined and the derail is off, unless the Engineer is in a position to see that the switch is properly lined for their intended route. The Engineer who will then acknowledge the information and advise the employee directing the movement to double-check the alignment of the switch(s) and/or derail(s). Until notified again that the switch(s) and/or derail(s) are properly lined for the intended movement, the Engineer will ask and be told that the route has been double checked and cannot make a move until he has received confirmation after the switch(s) and derail(s) have been double checked.

It will be the responsibility of the Engineer to obtain this information before starting the move.

When making movements at locations where there are more than one (1) track, always tell the Engineer what track you will be entering or departing. Never depend on switch targets for the position of switches. When equipped, always place the lock or hook in hasp after operating a switch.

These instructions pertain to all movements into or out of any track(s), not just tracks equipped with derails.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-104(g)-1. CROSSOVERS/SWITCHES**

If the switches of an unattended crossover are observed to be out of correspondence, they will, when practical, be placed in corresponding position or the Train Dispatcher/Control Operator, Yardmaster, or other proper authority must be promptly notified. When notified, the Train Dispatcher/Control Operator, Yardmaster, or other proper authority must make immediate arrangements to have the switches restored to their proper position.

#### **VA-105-1. HAND BRAKES — ARTICULATED CARS**

When Timetable Instructions call for one (1) car to have one (1) hand brake applied, articulated cars are to have both (or all) hand brakes applied to count as one (1) car with effective hand brakes.

#### **VA-108-1. LOCOMOTIVES LEFT UNATTENDED**

Locomotives are not to be left unattended on the lead or out to foul adjacent tracks.

Leaving locomotives out to foul or on a lead, while observing meal periods, breaks, etc., unattended is not permissible.

#### **VA-109-1. EQUIPMENT SPOTTING**

All shoving movements will be stopped 50 feet from end of track, bumping posts, derails, wheel stops or other type of track restraints. Also Safety Stop required if coupling to cars within 50 feet or less to restraints.

If spotting procedures require a closer distance to restraints, per special Trainmaster Instructions, a Safety Stop will be made 100 feet from restraint and spotting procedures will be completed with caution.

When coupling to cars located within 25 feet of end of track restraint, crews will make sure cars are secure prior to tying on to car(s). A crew member will be at the coupling, track will be stretched prior to releasing any hand brakes, and cars or cuts of cars with wheels closer than three (3) feet from end of track restraint will not be coupled to.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-111-1.      RUNNING SWITCHES AND DROPPING CARS**

The practice of performing "Running Switches" is hereby prohibited on the entire Virginia Division. A "Running Switch" is defined as propelling a railcar(s) using locomotive power by pulling the car(s) and then cutting away from the locomotive, allowing the car(s) to roll freely. The practice of kicking cars in a flat switching operation is still allowed.

The practice of dropping cars by gravity is also prohibited, except for those locations designated by Timetable where it is necessary for operations and customer service, and then only under the following conditions:

1. A job briefing involving all crew members is to be conducted before dropping cars to ensure proper understanding of the task to be performed.
2. The location, grade and number of cars are to be considered when determining if dropping cars can be done safely.
3. Employees are to test hand brakes by securing the car(s) with no air brake(s) applied to car(s), then pull or shove against the car(s) and observe that brake shoes are against the wheels. This is to ensure the hand brakes are in proper working condition. Be governed by **NS-1 Rule C-102**.
4. Employees are to make sure all cars to be dropped are coupled.

Dropping cars, or flat switching, must not be made under the following conditions:

1. With cars displaying Hazardous Material Placards.
2. With cars containing people.
3. To tracks occupied by cars containing people.
4. Into industry tracks. Unless identified by location with a specific procedure in place for handling.
5. Into a clear track. Track is to be started by spotting two (2) secured cars in the clear track and then kicking or dropping other cars against secured cars to prevent rollout.

The practice of dropping cars by gravity for convenience is prohibited.

#### **VA-122(a)-1.      SHOVE MOVES OVER UNPROTECTED CROSSINGS**

During shove moves over unprotected crossings (crossings without lights and gates) the movement must be stopped and crossing flagged before proceeding over crossing. Employees are prohibited from riding equipment over an unprotected crossing.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-142-1. FORM Y — CONDITIONAL STOP SIGNS**

The provisions of form “Y” will be issued on Train Clearance as prescribed by **Rule 142**.

When so issued, they will be shown as the first item(s) in the Train Clearance following Auxiliary Track Restrictions.

#### **VA-179(b)-1. ABBREVIATIONS**

The following abbreviations can be used on Track Authority Form, providing that it can be readily identified without possibility of misunderstanding or error:

- WE — West End
- EE — East End
- NE — North End
- SE — South End
- OTE — On-Track Equipment
- MP — Milepost
- M1 — Main One
- M2 — Main Two

#### **VA-261-1. MAIN TRACK DESIGNATION**

In Rule 261 territory, where two (2) Main Tracks are in service, the track to the right as viewed by a Eastward or Northward train is Main 1. Where two (2) Main Tracks are in service, the track to the right as viewed by a Westward or Southward train is Main 2. In Rules 171 and 271 territory, track is designated as “Main” Track.

#### **VA-447-1. ENTERING TRACK — ABS TERRITORY**

On two (2) or more tracks in Automatic Block System territory, trains or engines will not enter Main Track through a hand operated switch without permission from the Train Dispatcher/Control Operator. Within Yard Limits at Crewe, permission can be granted by Yardmaster on-duty.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-501-1. RADIO DIAL UP CODES**

To contact a Train Dispatcher/Control Operator or CYO on the Virginia Division, the following Dial Up Codes are to be used:

VA Division Chief	— DTMF Code 550
New River Dispatcher	— DTMF Code 551
Shenandoah Dispatcher	— DTMF Code 552
Roanoke Dispatcher	— DTMF Code 553
Lynchburg Dispatcher	— DTMF Code 554
Crewe Dispatcher	— DTMF Code 555
CYO-Atlanta	— DTMF Code 558

Trains operating on all districts have the capability to access the Emergency Call-In Feature. To activate this feature, you will need to use the DTMF Code 911. This will select the best base radio station and immediately open up the communication lines.

#### **VA-501-2. TAXI CREWS DEPARTING TERMINALS**

When called to depart a terminal by taxi, the Conductor must contact the respective Yardmaster before departing. Conductors will be responsible to ensure that his crew departs in proper calling sequence, unless otherwise instructed.

#### **VA-501-3. TAXI AND RELIEF CREWS — LATE TAXI**

All crew members scheduled to be transported via limo or Taxi, that have not been picked up within 30 minutes of the scheduled pick up time, must call the Train Dispatcher/Control Operator or Chief Dispatcher to advise him/her of the situation. In addition, crew members are to continue to call the Train Dispatcher/Control Operator or Chief Dispatcher at 30 minute intervals, if still waiting for the limo or taxi service.

#### **VA-580-1. TRAIN AND ENGINE CREWS — SUPPLIES**

All train and engine crews will arrange to pick up their supplies at the former crew call office at Roanoke. All train and engine crews will leave the call office with ice, water and Conductor's kit for train and engine crew.

#### **VA-582-1. CONDUCTOR TRAINEES REPORTING FOR DUTY**

Conductor trainees reporting for work must ascertain that the Conductor they are assigned to train with has not less than one (1) year of service as a qualified Conductor. If it is determined the Conductor has less than one (1) year of qualified service, the ACT must immediately contact his/her immediate supervisor for further instructions. If the supervisor cannot be reached, you must limit your activities for that tour of duty to observing operations only and refrain from any hands on activity, directing movements, and riding on freight cars.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

**VA-585-1.            REPORTING OF WORK IN YARDS AND ON  
                                 LINE-OF-ROAD TO CYO**

Train and Engine Crews setting off, picking up, or switching in Yards or on Line-of-Road must report the following information to CYO, Atlanta, GA:

1. Train ID and Lead Unit;
2. Departure and Arrival Times;
3. Pick Up Information:
  - (a) Track ID and location of pick up
  - (b) Head and rear car picked up
  - (c) Location placed in train
  - (d) Time pick up was made (Arrival-Departure)
4. Set-Off Information:
  - (a) Track ID and location of set-off
  - (b) Head and rear car of set-off with directional reference in track  
(N — S — E — or W car)
  - (c) Time set-off was made (Arrival-Departure)

All train crews should notify CYO via radio tone 558 or telephone number 1-800-898-4296 or via the microwave numbers listed below:

Bristol	589-5943	West Point	589-5952
South Boston	589-5950	Winston-Salem	589-5947
Roanoke	589-5944	Hopewell	589-5953
Crewe	589-5951	Harrisonburg	589-5948
Shenandoah	589-5945	Radford	589-5944
Richmond	589-5952	Narrows	589-5944
Norfolk	589-5954	Hagerstown	589-5981

Crews should fax support documentation to CYO at 1-800-476-0151 or 7-589-5756 when arriving at off duty location. Paperwork should be confirmed with CYO at the numbers shown above. This information is critical to CYO operations to maintain proper inventory.

**VA-585-2.            REPORTING OF TRAINS HELD BY RECEIVING CARRIERS**

When trains are held on Norfolk Southern Railway due to the receiving carrier's inability to take, it is imperative that CYO be notified in order to protect Rule 15 charges on these trains.

**VA-585-3.            SPOTTING OF COAL TRAINS AT POWER PLANTS**

Train and engine crews spotting coal trains in any Power Plant on the Virginia Division are to immediately notify CYO office in Atlanta of the spotting time of these trains.



## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-1040-1. PROTECTIVE EQUIPMENT — GLOVES**

Gloves will be worn when performing any work or function that may result in an injury to your hand.

#### **VA-1070-1. EQUIPMENT NOT TO BE MOUNTED OR RIDDEN**

Employees must not attempt to mount or ride on the following equipment:

FPBX 700 — 844  
WVCX 4500 — 4599

These cars are to be handled as follows:

1. Do not place cars for loading.
2. Handle cars to an isolated location where they will not be switched with.
3. Do not move loaded or empty in any train without notification from the Superintendent's Office.

#### **VA-1080-1. POSITION OF CREW MEMBERS — RIDING OF EQUIPMENT**

Employees are prohibited from riding the leading end of a car when it PLACES THE EMPLOYEE BETWEEN THE GAUGE OF THE TRACK, except when it is necessary to operate the hand brake of a moving car. This does not prohibit an employee from riding under the slope sheets of a hopper, covered hopper, or on the end platform of a tank car, outside the gauge of the track.

Employees must not cross over on end of moving cars or between moving coupled cars.

When riding equipment for purposes of making a coupling, the move must be stopped and equipment dismounted prior to making a coupling. Trainman will be located at the coupling and direct the final move back to couple via radio or hand signal.

#### **VA-1100(e)-1. BRAKE STICK REPLACEMENT**

Norfolk Southern Aluminum telescoping brakesticks that are two (2) years old or older must be turned in to your supervisor and replaced. The policy will be that brakesticks will be removed and replaced after two (2) years from date of manufacture. The date can be determined by looking at the date stenciled next to the locking mechanism (the first 4 digits after the NS are the month and year, i.e. 0600, is June 2000, or if there is a R-XX/XX, this represents the modification month and year, and this date will govern). If it has no date, the brakestick must be turned in immediately and replaced. If you are unable to determine the date or locate the date, you must contact your supervisor.

## VIRGINIA DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **VA-1100(e)-2. QUICK RELEASE BRAKES**

Quick release hand brakes have been installed on all top gons. The quick release levers on these hand brakes may NOT be operated using the BRAKE STICK.

Employees are cautioned to be careful when operating quick release levers on these hand brakes. Quick release levers should be used when it is desirable to fully release hand brakes immediately. However, where hand brakes are being used to control speed of cars, employees should not operate the quick release lever when the desire is to loosen the hand brake to allow cars to roll before reapplying. In this case, the brake wheel should be rotated to create the desired braking pressure on the wheels. To reapply the hand brake after operating the quick release lever, it will require several rotations of the brake wheel to tighten slack in chain and exert braking force against the brake wheels.

## NOTES



**Our NS Goal-No Damage**