

BUCKINGHAM BRANCH
RAILROAD COMPANY

RICHMOND & ALLEGHANY DIVISION

TIMETABLE

NO. 2

IN EFFECT
October 19, 2015
AT 0001 HOURS
EASTERN STANDARD TIME



Timetable Revision Page

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RICHMOND & ALLEGHANY DIVISION LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – Heading

The division is identified by name.

2 – Column Headings and Listings

A. Track Diagram

The timetable from the first listing to the last defines the track diagram.

B. Milepost

The alpha-numeric reference point identifying a specific track location on a division.

C. Station

A name reference point identifying a specific track location on a division.

D. Authority for Movement

a. The rules applicable to the Authority for Movement column.

i. 505 = TWC

ii. 507 = YL

iii. 510 = TC

iv. 511 = CP

3 – Symbols Used

A. Road Crossing Activation Codes

a. Types of Activation

i. M – Motion Sensor

ii. C – Conventional Track Circuits

iii. CT – Constant Warning Track Circuits

B. Defect and Clearance Detectors

a. DED – Dragging Equipment Detector

b. HBD – Hot Box Detector

c. HIWI – High or Wide Clearance Detector

LEGEND – SAMPLE SUBDIVISION

Track Diagram	Mile Post	North ↑ Stations <small>Distance Between Stations</small> ↓ South	Siding Length	Movement Authority	Notes
				TC	
	15.4	DRAFT		CP	
	17.3	5.7		TC	Slide Fence
	21.1	CRAWFORD		CP	
				TC	
	27.2	6.1		CP	
	29.5	6.3		TC	Augusta Industries Track
	33.5	EAST BROADWAY		CP	
			10360	TC	
	35.0	WEST BROADWAY		CP	
	37.0	7.4			Begin/End Luray Yard Limits
	40.0				Begin/End Luray Yard Limits
	42.4	EAST SALEM		TWC	
	42.8	WEST SALEM	1912		

EMERGENCY.....911

BBRR PHONE NUMBERS

BB CONTROL CENTER EMERGENCY866-244-4529

RICHMOND CITY POLICE (MP 85.5 to 86.8)804-646-5106

HENRICO COUNTY POLICE (MP 86.8 to 90.5)804-501-5000

HANOVER COUNTY SHERIFF (MP 90.5 to 127.6)804-365-6140

LOUISA COUNTY SHERIFF (MP 127.6 to 163.7)540-967-1234

ORANGE COUNTY SHERIFF(MP 0.0 to 9.1 (161.32)).....540-672-1200

ALBERMARLE COUNTY SHERIFF-POLICE (MP 163.7 to 203.4)434-295-4151

Charlottesville Police-Fire-Rescue (MP 180.1 to 183.9)434-295-4151

NELSON COUNTY SHERIFF (MP 203.4 to 204.0)434-263-7050

AUGUSTA COUNTY SHERIFF (MP 204.0 to 246.9)540-245-5501

WAYNESBORO POLICE-FIRE-RESCUE (MP 206.2 to 209.7)540-942-6701

AUGUSTA MEDICAL RESCUE SQUAD (MP 206.2 to 209.7)540-932-5777

STAUNTON POLICE-FIRE-RESCUE..... (MP 220.5 to 222.7)540-332-3842

ROCKBRIDGE COUNTY EMERGENCY DISPATCH (MP 246.9 to 255.2)540-261-6171

BATH COUNTY SHERIFF (MP 255.2 to 270.0)540-839-2375

ALLEGHANY COUNTY SHERIFF (MP 270.0 to 276.0) 540-965-1770 Press "1"

RAIL TRAFFIC CONTROL(TWC).....540-887-2274

RAIL TRAFFIC CONTROL (CTC)540-887-2269

RAIL TRAFFIC CONTROL (EMERGENCY)866-244-4529

RAIL TRAFFIC CONTROL.....(OUTBOUND)540-887-2293

DILLWYN OFFICE 434-983-3300

CSXT PHONE NUMBERS

CSXT EMERGENCY.....800-232-0144

HK DISPATCHER (Huntington) 304-522-5438

BD DISPATCHER (Baltimore) 410-368-5956

NS PHONE NUMBERS

SHENANDOAH DISTRICT DISPATCHER(Waynesboro).....540-981-3902

WASHINGTON DISTRICT DISPATCHER..... (Charlottesville & Orange)864-255-5703

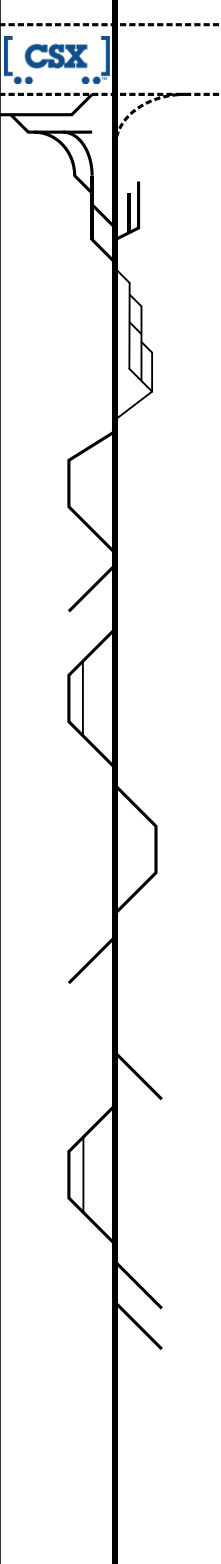
AMTRAK PHONE NUMBERS

AMTRAK EMERGENCY.....800-331-0008

PIEDMONT SUBDIVISION

Track Diagram	Mile Post	West ↓ Stations Distance Between Stations ↑ East	Siding Length	Movement Authority	Notes	
[CSX]		CSXT Peninsula Subdivision		CPS		
	85.5	CPS AM JUNCTION		TWC	Begin/End Piedmont Subdivision at MP 85.5	
	86.5		2.9		Builders Specialties Industry	
	88.4	EAST RUFFIN			945	Ruffin Siding
	88.6	WEST RUFFIN				Richmond Distribution Center
	88.7		3.6			Ruffin & Payne Industry
	92.2	EAST RICH			2090	Rich Industry
	92.6	WEST RICH				Rich Siding
	93.1		1.0			Richmond Times Dispatch Industry
	93.6	EAST ATLEE			3670	Atlee Siding
	94.4	WEST ATLEE				
	107.2					Essroc Cement Industry
	107.4		17.3			
	108.3					
	111.7	EAST DOSWELL				CPS
111.9	WEST DOSWELL					

PIEDMONT SUBDIVISION

Track Diagram	Mile Post	West ↓ Stations Distance Between Stations ↑ East	Siding Length	Movement Authority	Notes	
	111.7	EAST DOSWELL		CPS	CSXT Railroad Crossing: Interlocking controlled by CSXT BD Dispatcher. Radio Channel 020, Tone 3	
	111.9	WEST DOSWELL				
	111.9	DOSWELL YARD LIMITS	2.1	YL	Yard Limit Rules apply to Main Track Occupation	
	114.0					
	114.5		3.4	TWC	Martin Marietta Aggregates Industry	
	115.5					
	117.4	EAST NOEL			3750	Noel Siding
	118.2	WEST NOEL				
	119.6		5.6		Hewlett Spur Track	
	123.8	EAST BEAVERDAM			2051	Beaverdam Siding US Silica Industry
	124.3	WEST BEAVERDAM				
	131.3		16.5		Bumpass Industry	
	131.9					
	137.2				Dominion Power Spur Martin Marietta Industry	
	140.8	MINERAL		(Station Only, No Siding)		
	144.5		4.9	Orange Madison Coop Industry		
	145.7	EAST LOUISA		3410	Louisa Siding VA Vermiculite Industry	
	146.4	WEST LOUISA				
150.5			Trevillians Spur Track			
157.8		12.9	BB TransMode - Gordonsville			
159.0			Begin/End Piedmont Subdivision at MP 159.0 Begin/End North Mountain Subdivision & Gordonsville Yard Limits at MP 159.0			

PIEDMONT SUBDIVISION

MAXIMUM SPEED FREIGHT..... 25 MPH
MAXIMUM SPEED PASSENGER..... 25 MPH

FREIGHT TRAIN SPEED RESTRICTIONS

None

PASSENGER TRAIN SPEED RESTRICTIONS

None

OPERATING METHODS

TWC – in effect between

CPS AM Junction and East Doswell
 MP 114.0 and MP 159.0

YARD LIMITS – in effect between

West Doswell and MP 114.0

INTERLOCKING LIMITS – in effect between

East Doswell and West Doswell

RAILROAD CROSSING AT GRADE

Doswell.....CSXT Crossing.....Interlocking controlled by CSXT BD dispatcher.
 Trains and on track equipment must obtain authority from the CSXT BD dispatcher before traversing the interlocking.

Note: Standing trains or equipment must not block this railroad crossing at grade.

RADIO STATIONS AND INSTRUCTIONS

Milepost	Location	Hours of Operation	Channels Assigned	Type Station
MP 87.55	Dill Road	Continuous	023-4#, 040	Wayside
MP 99.35	Peaks		023-4#, 040	Wayside
MP 111.85	Doswell		023-4#, 040 020-3#	Wayside Terminal
MP 124.05	Beaverdam		023-4#, 040	Wayside
MP 140.75	Mineral		023-4#, 040	Wayside

BB Road.....AAR 023 (To tone the BBRR RTC push tone 4)
 BB Switching.....AAR 040
 CSXT BD Dis AAR 020 (To tone the CSXT BD Dispatcher push tone 3)

PIEDMONT SUBDIVISION

SAFETY

At Martin Marietta, a hard hat is required when not working within 25 feet of your train.

EQUIPMENT RESTRICTIONS

Six axle locomotives are prohibited to operate on the following tracks:

- Richmond Distribution Center – MP 88.6 off the Ruffin siding
- Ruffin & Payne Industry – MP 88.7
- Bakery Feeds Industry – Doswell yard
- Purina Industry Tracks 1 & 2 – Doswell yard
- U.S. Silica Company Industry – MP 124.3 off the Beaverdam siding
- Virginia Vermiculite Industry – MP 146.3 off the Louisa siding
- Melton Amerigas Industry – MP 157.8

Unless otherwise authorized by BBRR Management, cars with gross weight exceeding 286,000 lbs. are prohibited from operating on the entire subdivision.

HANDBRAKE INSTRUCTIONS

See Securing Equipment in item 4 of the Special Instructions.

CLOSE CLEARANCES

Ruffin & Payne Industry – MP 88.7

Close clearance conditions on the North side of rail at the loading dock.

Richmond Times Dispatch Industry – MP 93.1

Close clearance conditions on both sides of the track at entrance to the building.

Essroc Cement Industry – MP 107.2 & MP 107.4

Close clearance conditions exist on North side of the rail due to fencing and car mover equipment.

Doswell Yard – Various locations – MP 111.9 to MP 114.0

Close clearance conditions exist on West side of the tracks at the loading dock of Sound Structure.

Close clearance conditions exist on Purina Industry tracks 1 & 2 on both sides of the track through the building. It is prohibited to ride West side of equipment on the lead track or through the building.

At Specialty Coating Industry North track close clearance conditions exist on West side of the track at the building. It is prohibited to ride West side of equipment.

At Specialty Coating Industry South track close clearance conditions exist at the door and dock. It is prohibited to ride West side of equipment into the building.

At Bakery Feed Industry close clearance conditions exist on both sides of the track at the main gate.

U.S. Silica Company Industry – MP 124.3

Close clearance conditions exist on the North side of the track at the loading tower and the silo.

Beaverdam School Rd – MP 124.4

Close clearance conditions exist with the crossing gates on the Northwest side of the siding track and on the Southwest and Southeast sides of the main track.

Martin Marietta Industry – MP 137.2

Close clearance conditions exist on the East side of the track at the Pit railing.

PIEDMONT SUBDIVISION

Orange Madison Coop Industry – MP 144.5

Close clearance conditions exist on the South side of the track at the loading dock.

VA Vermiculite Industry – MP 146.4

Close clearance conditions exist on the North side of the track at the loading dock.

AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS

No additional instructions.

MEASURED MILES - BETWEEN

MP 97.0 and MP 98.0

MP 114.0 and MP 115.0

MP 152.0 and MP 153.0

SPECIAL CHARACTERISTICS

Richmond Times Dispatch Industry – MP 93.0

Wheel stops located at the end of the track will not prevent a drawbar from striking the wall at the end of the track. Apply handbrakes to all cars placed at this location.

Doswell Yard – MP 111.9

Before entering Doswell Yard from the CSXT RF&P subdivision all CSXT crews must contact Buckingham Branch personnel on channel 040. If no contact is made after 3 minutes, contact the Buckingham Branch Railroad Rail Traffic Controller on channel 023 tone 4 for instructions.

Doswell Yard Limits – MP 111.9 to MP 114.0

Trains originating at Doswell must have permission from the Buckingham Branch Rail Traffic Controller before occupying the Main track within Doswell yard limits. Engineering employees must also have permission from the Buckingham Branch Rail Traffic Controller before occupying the Main track within Doswell yard limits.

Martin Marietta Aggregates (Verdon Rock Quarry) – MP 114.6

Be aware of “NO LOCOMOTIVES BEYOND THIS POINT” signs located at the East end and the West end of the plant. Crews are not to move locomotives past these signs unless authorized to do so by a Martin Marietta Aggregates employee or a Buckingham Branch Railroad Manager. CSX Rock Runner engines parking at Verdon must park in the clear on one of the two industry tracks west of the New Market Mill road crossing at MP 114.58.

Noel – MP 117.64

Crossing protection activation on the siding is adjusted for 5 MPH movement. Siding movements approaching the crossing must not exceed 5 MPH. Cars left on the siding must not be left standing within 250 feet of the crossing. Clearance points are marked with yellow paint on ties.

Dominion Power Spur Track – MP 137.2

All trains must stop and flag all public road crossings without automatic crossing protection.

At Martin Marietta Industry: There are two sets of derails on each end of the industry track. The inner set of derails will be Martin Marietta derails. The outer set will be Buckingham Branch derails. Martin Marietta employees will control their derails. If the Martin Marietta derails are in the derailing position, BBRR train crews will not service the industry.


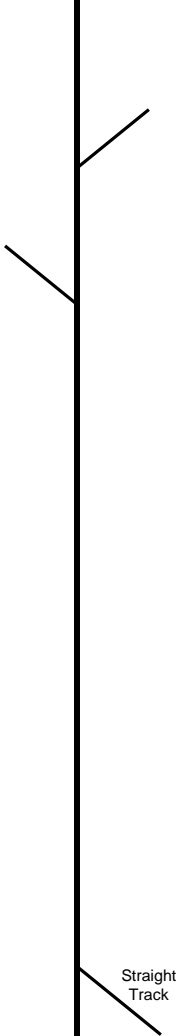

The security guard will handle the gates on tracks A and D servicing the North Anna Power Station. All train crews must have prior security clearance before entering the facility.

PIEDMONT SUBDIVISION

Highway road crossing at grade equipped with automatic warning devices

Milepost	Road Crossing	DOT #	Type
MP 85.77	Hospital Street	224964X	CT
MP 87.58	Dill Road	224967T	M
MP 90.19	Richmond/Henrico Turnpike	224970B	CT
MP 90.96	Industrial Park Road	228389E	CT
MP 94.24	Cool Springs Road	224976S	CT
MP 96.95	New Ashcake Road	224979M	CT
MP 98.54	Stumpy Road	224981N	M
MP 99.32	Peaks Road	224984J	CT
MP 99.67	Cady's Mill Road (East)	224985R	CT
MP 101.48	Cady's Mill Road (West)	224986X	CT
MP 103.51	Patrick Henry Turnpike	224991U	CT
MP 105.34	Hickory Hill Road	224992B	CT
MP 106.78	Brett Aggregates	228298D	CT
MP 110.68	Route 30	224998S	CT
MP 111.93	Doswell Road	225003U	CT
MP 114.2	Mount Hope Church Road	225009K	CT
MP 114.58	New Market Mill Road	228400C	CT
MP 115.13	Stone Quarry Drive	225011L	CT
MP 115.95	Verdon Road	225013A	CT
MP 117.64	Noel Road	225017C	CT-C
MP 119.76	Hewlett Road	225022Y	M
MP 120.44	Landora Bridge Road	225024M	CT
MP 121.08	Hartley Road	225025U	CT
MP 122.82	Teman Road	225028P	CT
MP 124.1	Beaverdam School Road	225030R	CT-C
MP 124.44	Beaverdam Road	225032E	CT
MP 127.21	Tyler Station Road	225035A	CT
MP 129.35	Borden Road	225038V	CT
MP 131.3	Pottiesville Road	225041D	CT
MP 134.27	Garrets Mill Road	225045F	CT
MP 134.62	Fredericks Hall Road	225046M	CT
On Vepco Spur	Fredericks Hall Road	225053X	C
MP 138.85	Mica Road	225056T	CT
MP 140.37	5 th Street	225061P	CT
MP 140.71	1 st Street	225062W	CT
MP 142.17	Chopping Road	225064K	CT
MP 143.89	Chalk Level Road	225067F	M
MP 146.44	Fredericksburg Avenue	225069U	M
MP 146.55	Church Avenue	225070N	CT
MP 146.67	Cutler Street	225071V	CT
MP 146.79	Ellisville Drive	225072C	CT
MP 147.29	West Street	225074R	CT
MP 148.05	Range Drive	225076E	CT
MP 149.32	Kentsmill Road	225080U	CT
MP 150.46	Oakland Road	225081B	CT
MP 154.18	Dunkum Store Road	225085D	M
MP 155.5	Doctors Road	225086K	M
MP 159.01	Old Louisa Road	225090A	CT

ORANGE SUBDIVISION

Track Diagram	Mile Post	West ↓	Stations <small>Distance Between Stations</small>	East ↑	Siding Length	Movement Authority	Notes
			NS Washington District			NS Rule 261	Norfolk Southern Orange Connection
	0.0		ORANGE			CP	Begin/End Orange Subdivision
	0.2						Koppers Industry Track (Entering Signal)
	1.9						Orange Madison Coop Industry
				9.1		TC	
	8.9						Straight Track Connection
	9.1		EAST GORDONVILLE			CP	Begin/End Orange Subdivision Begin/End North Mountain Subdivision

ORANGE SUBDIVISION

MAXIMUM SPEED FREIGHT.....25 MPH
MAXIMUM SPEED PASSENGER.....30 MPH

FREIGHT TRAIN SPEED RESTRICTIONS

MP 8.6 to MP 9.1.....10 MPH

PASSENGER TRAIN SPEED RESTRICTIONS

MP 8.6 to MP 9.1.....10 MPH

OPERATING METHODS

TC & CP – in effect between
Orange and East Gordonsville

SIGNAL RULES IN EFFECT

Rules B1281 – B1288 shown in the Special Instructions

RAILROAD CROSSING AT GRADE

None

RADIO STATIONS AND INSTRUCTIONS

Milepost	Location	Hours of Operation	Channels Assigned	Type Station
MP 9.05	Gordonsville	Continuous	023-5#, 040 056-334#	Wayside Terminal

RADIO CHANNELS

BB Road..... AAR 023 (To tone the BBRR RTC push tone 4)

BB Switching AAR 040

NS Washington Dist. Disp..... AAR 056 (To tone the NS Washington Dist. Dispatcher push tone 334)

ORANGE SUBDIVISION

SAFETY

No additional instructions.

EQUIPMENT RESTRICTIONS

Unless otherwise authorized by BBRR Management, cars with gross weight exceeding 286,000 lbs. are prohibited from operating on the entire subdivision.

HANDBRAKE INSTRUCTIONS

No additional instructions.

CLOSE CLEARANCES

No additional instructions.

AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS

No additional instructions.

SPECIAL CHARACTERISTICS

MP 0.0 – MP 9.1

All trains operating between MP 0.0 and MP 9.0 must approach public road crossings prepared to stop, until it is known that the automatic warning devices are operating. If not operating, warning must be provided by an employee on the ground at the crossing until the crossing is occupied.

MP 0.2 – Entering Signal

Main track switch for Koppers Industry is a hand operated switch and is equipped with an entering signal.

Gordonsville – MP 8.77 – Locomotive whistle partial quiet zone in effect.

The locomotive horn must not be sounded for grade crossings between 2200 hours and 0700 hours except when emergencies require or when approaching and passing roadway workers on or about the track. When the lead locomotive is equipped with ditch lights, they must be displayed and the locomotive bell must be rung continuously commencing from a point no less than 200 feet in advance when approaching and passing over grade crossings.

This crossing is equipped with gates and flashing lights:

Baker Street MP 8.77



Highway road crossing at grade equipped with automatic warning devices

Milepost	Road Crossing	DOT #	Type
MP 0.67	Old Gordonsville Road	225186P	CT
MP 3.13	Route 647	225182M	CT
MP 4.08	Madison Run Road	225178X	CT
MP 5.14	Liberty Road	225176J	CT
MP 8.09	Black Level Road	225172G	CT
MP 8.77	Baker Street	225171A	CT

NORTH MOUNTAIN SUBDIVISION

Track Diagram	Mile Post	West ↓ Control Points <small>Distance Between Control Points</small> ↑ East	Siding Length	Movement Authority	Notes
	159.0	Begin/End Gordonsville Yard Limits		YL	Begin/End Piedmont Subdivision at MP 159.0
	160.4	Begin/End Gordonsville Yard Limits			Yard Limit rules apply to main track occupation
	160.4	EAST GORDONSVILLE		CP	
			4540	TC	Gordonsville Siding Truss Joist Industry
	161.6	WEST GORDONSVILLE		CP	
	162.1		3.5	TC	Klockner Pentaplast Industry (Entering Signal)
	165.1	EAST LINDSAY		CP	
			2938	TC	Lindsay Siding
	165.7	WEST LINDSAY		CP	
	174.7		11.8	TC	Keswick AmeriGas Industry
	176.6				Luck Stone Industry
	177.5	EAST MASSIE		CP	
			3180	TC	Massie Siding
	178.2	WEST MASSIE		CP	
			4.1	TC	Charlottesville Yard
	182.3	CHARLOTTESVILLE		CP	
	183.1		6.7	TC	University of Virginia Industry

NORTH MOUNTAIN SUBDIVISION

Track Diagram	Mile Post	West ↓	Control Points Distance Between Control Points	East ↑	Siding Length	Movement Authority	Notes
	189.0		EAST IVY			CP	
					4670	TC	Ivy Siding
	189.9		WEST IVY			CP	
DED	191.5 191.8			4.2		TC	Dragging Equipment Detector Mechum River Spur Track
	194.1		EAST CROZET			CP	
					4050	TC	Crozet Siding Crozet Spur Track
	194.8		WEST CROZET			CP	
				8.5		TC	
	203.3		EAST AFTON			CP	
					4360	TC	Afton Siding
	204.1		WEST AFTON			CP	
	204.7 205.4						Blue Ridge Tunnel 3984 ft.
	208.3			12.9		TC	NS Waynesboro Connection Track (Entering Signal)
	213.5 214.3						Fishersville Yard (Switch is Electrically Locked) Valley Recycling Industry
	217.0		EAST BRAND			CP	
					5740	TC	Brand Siding
	218.1		WEST BRAND			CP	
	218.7			1.3		TC	Augusta Coop Industry
	219.4		EASTON			CP	
	219.7 220.4					TC	Staunton Industry Track (Switch is Electrically Locked) Cold Storage Industry Track
	220.6 220.7						Shenandoah Valley RR (DGVR) (Switch is Electrically Locked)

NORTH MOUNTAIN SUBDIVISION

Track Diagram	Mile Post	West ↓	Control Points Distance Between Control Points	East ↑	Siding Length	Movement Authority	Notes
	220.8		STAUNTON			CP	
	221.1			1.4		TC	C & O Flat
	222.2		FACTORY			CP	
	222.2			1.6		TC	Furniture Factory Industry
	223.8		EAST LAGRANGE			CP	
	224.5		WEST LAGRANGE		3800	TC	LaGrange Siding
				8.7		TC	
	233.2		EAST NORTH MOUNTAIN			CP	
					4460	TC	North Mountain Siding
	234.1		WEST NORTH MOUNTAIN			CP	
				8.8		TC	
	242.9		MARK			CP	
	243.5			1.0		TC	Slide Fence
	243.9		EAST CRAIGSVILLE			CP	
					OOS	TC	Craigsville Siding (OOS)
	244.9		WEST CRAIGSVILLE			CP	
				3.3		TC	
	248.2		EAST BELLS VALLEY			CP	
					3750	TC	Bells Valley Siding
	248.9		WEST BELLS VALLEY			CP	
				4.2		TC	
	253.1		EAST GOSHEN			CP	
					3720	TC	Goshen Siding & Industrial Tracks
	253.9		WEST GOSHEN			CP	
	255.5						Slide Fence
	260.3						Millboro Tunnel 1394 ft.
	260.5			13.0		TC	
	261.1						Lick Run Tunnel 295 ft.
	261.2						
	266.9		CRANE			CP	
	267.0			9.1		TC	Crane Spur Track (Entering Signal)
	276.0		JD CABIN			CP	
	CA 276.0					CPS	CSXT Allegheny Subdivision



NORTH MOUNTAIN SUBDIVISION

MAXIMUM SPEED FREIGHT..... 40 MPH

MAXIMUM SPEED PASSENGER..... 60 MPH

Note: Unless otherwise restricted, trains operating over the North Mountain Subdivision with 10,000 trailing tons or more must not exceed 25 MPH.

Medium Speed for all trains is as indicated at the following locations:

MP 219.4 to MP 227.1 15 MPH

FREIGHT TRAIN SPEED RESTRICTIONS

MP 160.3 to MP 160.7 10 MPH
MP 160.7 to MP 161.0 20 MPH
MP 179.6 to MP 179.9 20 MPH
MP 179.9 to MP 183.1 10 MPH
MP 196.7 to MP 204.2 25 MPH
MP 204.2 to MP 207.9 35 MPH
MP 220.5 to MP 221.5 20 MPH
MP 228.8 to MP 234.3 (Eastbound Trains Only) 30 MPH
MP 274.8 to MP 276.0 35 MPH

PASSENGER TRAIN SPEED RESTRICTIONS

MP 160.3 to MP 160.7 10 MPH
MP 160.7 to MP 161.0 20 MPH
MP 177.3 to MP 178.4 45 MPH
MP 178.4 to MP 179.6 50 MPH
MP 179.6 to MP 179.9 45 MPH
MP 179.9 to MP 183.1 15 MPH
MP 183.1 to MP 185.1 45 MPH
MP 185.1 to MP 188.6 40 MPH
MP 190.1 to MP 190.7 55 MPH
MP 196.7 to MP 204.2 30 MPH
MP 204.2 to MP 205.4 35 MPH
MP 205.4 to MP 208.7 40 MPH
MP 218.2 to MP 218.5 50 MPH
MP 220.5 to MP 221.5 20 MPH
MP 221.5 to MP 223.3 50 MPH
MP 225.2 to MP 226.7 55 MPH
MP 230.7 to MP 232.4 50 MPH
MP 241.5 to MP 241.9 55 MPH
MP 245.1 to MP 245.6 50 MPH
MP 255.1 to MP 255.5 55 MPH
MP 274.8 to MP 276.0 35 MPH

NORTH MOUNTAIN SUBDIVISION

OPERATING METHODS

TC & CP – in effect between

East Gordonsville and JD Cabin

Yard Limits – in effect between MP 159 and MP 160.4

SIGNAL RULES IN EFFECT

Rules B1281 – B1288 shown in the Special Instructions

RAILROAD CROSSING AT GRADE

Charlottesville.....NSRR Crossing.....Semi-automatic interlocking.

Charlottesville Interlocking Instructions for trains

When signal displays Stop indication, be governed by the following:

1. Crew member must immediately communicate with the Buckingham Branch Rail Traffic Controller.
2. The Rail Traffic Controller must grant authority to pass stop signal.
3. Once authority to pass the stop signal is obtained and no conflicting movement is evident, proceed past the stop signal at least 30 feet, stopping clear of the intersecting track. Wait 10 minutes. If after 10 minutes no conflicting movement is evident, the train may then proceed in accordance with Buckingham Branch Operating Rule 504.24.
4. After proceeding through the interlocking, inform the Buckingham Branch Rail Traffic Controller when all equipment is clear of the interlocking limits.

Note: Standing trains or equipment must not block this railroad crossing.

Charlottesville Interlocking Instruction for Roadway Worker

When any Roadway worker will be proceeding through the Charlottesville interlocking or conducting work within the Charlottesville interlocking limits, be governed by the following:

1. Roadway worker must contact the Rail Traffic Controller, communicate plans needed for Charlottesville interlocking and request Track & Time authority for Charlottesville.
2. After receiving the Roadway worker request, the Rail Traffic Controller must contact the Norfolk Southern dispatcher and receive a block on the Norfolk Southern tracks. The Rail Traffic Controller will get the time from the Norfolk Southern dispatcher and document the time.
3. After the Norfolk Southern block is applied, the Rail Traffic Controller can issue a Track & Time authority to the Roadway worker.
4. After the Roadway worker is outside of the Charlottesville Interlocking limits, the Roadway worker must immediately contact the Rail Traffic Controller and:
 - A. Report clear of the Charlottesville Interlocking and state new location for reissue Track & Time.
 - B. When clear of the Main track the Roadway worker must report clear Track & Time authority.
5. The Rail Traffic Controller will contact the Norfolk Southern dispatcher to notify the limits are clear and the block can be released. The Rail Traffic Controller will document the release time of the block.

Note: There will be **NO** Joint Track & Time authority issued at the Charlottesville interlocking.

NORTH MOUNTAIN SUBDIVISION

RADIO STATIONS AND INSTRUCTIONS

Milepost	Location	Hours of Operation	Channels Assigned	Type Station
MP 181.3	Charlottesville	Continuous	023-5#, 040 056-334#	Wayside Terminal
MP 203.83	Afton		023-5#, 040	Wayside
MP 213.47	Fishersville		023-5#, 040 022-552#	Wayside Terminal
MP 222.65	Staunton		023-5#, 040	Wayside
MP 234.05	North Mountain		023-5#, 040	Wayside
MP 248.82	Bells Valley		023-5#, 040	Wayside
MP 260.4	Millboro		023-5#, 040	Wayside
MP 272.25	Clifton Forge		023-5#, 040 014-4#	Wayside Terminal

RADIO CHANNELS

BB RoadAAR 023 (To tone the BBRR RTC East of Gordonsville push tone 4,
West of Gordonsville push tone 5)

BB SwitchingAAR 040

NS Washington Dist. Disp.....AAR 056 (To tone the NS Washington Dist. Dispatcher push tone 334)

NS Shenandoah Disp.....AAR 022 (To tone the NS Shenandoah Dispatcher push tone 552)

CSXT HK Disp.....AAR 014 (To tone the CSXT HK Dispatcher push tone 4)

SAFETY

No additional instructions.

EQUIPMENT RESTRICTIONS

Six axle locomotives are not permitted to operate on the following tracks:

- Truss Joist Wood Yard Industry – MP 160.8 off the Gordonsville siding
- Klockner Pentaplast Industry – MP 162.1
- University of Virginia Industry – MP 182.7
- Crozet House Track – MP 194.8 off the Crozet siding
- Staunton Industry Track – MP 219.7
- Shenandoah Valley RR Connection – MP 220.8

Plate “F” Boxcars must not operate through the following tunnels:

- Millboro Tunnel – MP 260.3 and MP 260.5
- Lick Run Tunnel – MP 261.1 and MP 261.2

Other Plate “F” cars and/or Woodchip cars must not exceed 10 MPH while operating through the following tunnels:

- Millboro Tunnel – MP 260.3 and MP 260.5
- Lick Run Tunnel – MP 261.1 and MP 261.2

Unless otherwise authorized by BBRR Management, cars with gross weight exceeding 286,000 lbs. are prohibited from operating on the entire subdivision.

NORTH MOUNTAIN SUBDIVISION

HANDBRAKE INSTRUCTIONS

See Securing Equipment in item 4 of the Special Instructions.

Charlottesville – Yard Tracks

Prior to leaving cars in the yard, ensure that all necessary couplings are made, hand brakes are applied, air hoses are coupled, air is cut in, and the slack stretched. Also, chocks must be applied and locked to the East end of the yard tracks where cuts of cars will be left unattended.

CLOSE CLEARANCES

Charlottesville – MP 181.3 thru MP 181.6

Close clearance conditions exist between the Main Track and the Middle Track between the yard crossover at MP 181.3 and the 2nd street crossover at MP 181.6.

Charlottesville Yard – MP 181.5

Close clearance conditions exist between the Middle Track and the Engine Tie Up Track.

Main Track – MP 196.7 to MP 202.4

Close clearance conditions exist with a rock wall on the North side of the Main Track between MP 196.7 and MP 196.9.

Close clearance conditions exist with a rock wall on the South side of the Main track between MP 200.9 and MP 201.0.

Close clearance conditions exist with a rock wall on the South side of the Main track between MP 202.3 and MP 202.4

Little Rock Cut Tunnel – MP 202.4 and MP 202.5

Close clearance conditions exist on both sides of the tunnel.

Afton Siding – MP 203.7 and MP 203.9

Close clearance conditions exist with a rock wall on the South side of the Afton Siding between MP 203.7 and MP 203.9.

Blue Ridge Tunnel – MP 204.7 and MP 205.4

Close clearance conditions exist on both sides of the tunnel.

West Brand – MP 218.1

Close clearance conditions exist with the dwarf signal between the Main Track and Siding Track.

Cold Storage Industry Track – MP 220.4 and MP 220.6

Close clearance conditions exist with a concrete wall on the South side of the Cold Storage Industry track between MP 220.4 and MP 220.6

Goshen Industrial Track – Stella Jones Industry

Close clearance conditions exist at all locations inside the Stella Jones Industry and on both sides of the new creosote track.

Millboro Tunnel – MP 260.3 and MP 260.5

Close clearance conditions exist on both sides of the tunnel.

Lick Run Tunnel – MP 261.1 and MP 261.2

Close clearance conditions exist on both sides of the tunnel.

NORTH MOUNTAIN SUBDIVISION

AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS

Placing Empty Cars in Trains

Trailing tonnage must not exceed 4,900 tons westward and 6,000 eastward when placed behind empty cars that are 80 feet long or longer.

MEASURED MILES - BETWEEN

MP 170.0 and MP 171.0

MP 191.0 and MP 192.0

MP 269.0 and MP 270.0

SPECIAL CHARACTERISTICS

Gordonsville - MP 160.24 and MP 160.33

Trains operating on the Straight and Corn Tracks must not foul the crossings at Main Street, MP 160.33 and Depot Street, MP 160.24 until the automatic warning devices have been operating long enough to provide warning and the crossing gates are fully lowered.

Straight Track Connection – MP 160.3

The Straight Track Connection is other than Main Track and applicable rules apply when occupying.

Permanent derail installed on the North end of the Straight Track. Derail may be left off and locked when no cars or equipment are left unattended on the Straight Track.

Klockner Pentaplast Industry – MP 162.1

Klockner Pentaplast Industry is equipped with an entering signal.

When leaving cars on the spots at Klockner Pentaplast Industry, it will not be necessary to test the hand brakes if a minimum of two (2) hand brakes are set on the cut of cars.

Waynesboro – Norfolk Southern interchange – MP 208.2

Buckingham Branch train crews must advise the NS Shenandoah dispatcher prior to occupying interchange tracks numbers 1, 2, and 3. The NS Shenandoah dispatcher must be notified upon completion of interchange and when clear of NS tracks.

The NS Waynesboro Connection Track is equipped with an entering signal.

Staunton – Electrically Locked Switches – MP 219.7 and MP 220.8

The Main Track switches for the Staunton Industry Track (MP 219.7) and the track leading to the Shenandoah Valley Railroad (MP 220.8) are electrically locked. Before train crews or employees operate these switches, they must request the Rail Traffic Controller to electrically unlock them.

Staunton – FRA Excepted Track – MP 221.1

The Staunton Industry track is designated FRA excepted track from but not including the Main Track switch at MP 219.7 to the West end of the tracks.

Engine House Territory

A derail and signs are installed to notify train crews if able to enter the Engine House Territory. If derail is on, contact the locomotive department. If derail is off, proceed into the Engine House and follow Blue Flag Protection procedures.

Crane – Spur Track – MP 267.0

The Crane Spur Track is “other than main track” and applicable rules apply when occupying it. It is equipped with an entering signal and measures 1290 feet long.

Nicelytown – MP 271.72

Westward trains staging at Nicelytown must stop at or East of the “Trains Staging Stop” sign located near the highway 42 overpass at MP 271.72.

NORTH MOUNTAIN SUBDIVISION

JD Cabin – Westward Trains – MP 276.0

Before arriving at JD Cabin (MP 276.0), contact the Clifton Forge Yardmaster on radio channel 8/8 for permission to enter Clifton Forge Yard and for yarding instructions.

NORTH MOUNTAIN SUBDIVISION

Highway road crossing at grade equipped with automatic warning devices

Milepost	Road Crossing	DOT #	Type
MP 160.71	High Street	225096R	CT
MP 162.36	Klockner Road	225098E	CT
MP 165.24	Lindsay Road	225103Y	CT-CT
MP 170.32	Campbell Road	225202W	CT
MP 174.39	Keswick Road	225206Y	CT
MP 174.64	Hunt Club Road	225207F	CT
MP 176.98	Luck Stone	225212C	M
MP 180.82	Meade Street (Carlton Road)	224662V	CT
MP 181.62	2 nd Street	224667E	CT-M
MP 181.67	1 st Street	224669T	CT-CT
MP 181.99	5 th Street	224671U	CT-C
MP 182.1	7 th Street	224672B	CT-C
MP 182.47	11 th Street	224674P	M
MP 185.55	Farmington Road	224683N	CT
MP 187.96	West Leigh Drive	224686J	CT
MP 189.59	Grassmere Road	224689E	CT
MP 191.42	Gillians Ridge Road	224693U	CT-CT
MP 195.85	Lanetown Road	224704E	CT
MP 197.77	Jarman Gap	224707A	CT
MP 208.46	Port Republic Road	224730U	CT
MP 208.99	Popular Avenue	224733P	CT
MP 214.4	Mule Academy Road	224741G	CT
MP 216.57	Jericho Road	224746R	CT
MP 221.5	Haile Street	224762A	CT
MP 221.56	Stuart & Bowling Street	224763G	CT
MP 221.91	Montgomery Avenue	224764N	CT
MP 228.73	Waldrup Road	224778W	CT
MP 229.67	Hewitt Road	224780X	CT
MP 230.81	Scott-Christian Road	224782L	CT
MP 239.51	Estaline Valley Road	224787V	CT
MP 243.93	Fordwick Road	224794F	CT
MP 244.09	Cherry Street	224795M	CT
MP 244.33	Poplar Street	224796V	CT
MP 246.52	Railroad Avenue (Via's)	224797B	M
MP 248.94	Little River Road	224800G	CT
MP 250.8	Hunters Crossing	224803C	CT
MP 251.78	Knob Road	224805R	CT
MP 252.91	Main Street (Rt. 39)	224816D	CT
MP 253.06	Stella Jones (Rt. 39)	224815W	CT
MP 259.23	Cauthorn Road	224821A	CT
MP 259.92	Millboro	224822G	CT
MP 270.34	Griffith Road	224826J	CT
MP 272.05	Ross Lane	224829E	CT
MP 274.1	Longdale Station Road	224832M	CT
MP 275.57	Golf Course View Road	224836P	CT

RICHMOND & ALLEGHANY DIVISION

1. SPECIAL INSTRUCTIONS

Unless otherwise specified, these Special Instructions apply on all subdivisions of the Richmond and Alleghany Division of the Buckingham Branch Railroad.

Entering Signal

Where a signal governs movement over a hand-operated switch that is not electrically locked, the Rail Traffic Controller must authorize the train to enter the Main Track or controlled siding before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 10 minutes at the switch. After the 10 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the Rail Traffic Controller.

Exception, if the block to be entered is occupied by its own standing train the movement may, pass an absolute signal displaying a Stop Indication at restricted speed without waiting 10 minutes and without contacting the Rail Traffic Controller.

1. When the train is locked in the clear in the industry track and is ready to enter the Main Track.
 - 1 - Contact Rail Traffic Control for authority to occupy the Main Track.
 - 2 - Once authority is granted.
 - 3 - Unlock switch and derail and reverse for your movement to the Main Track.
 - 4 - Push or pull the switch on the head of the signal to illuminate the signal.
 - 5 - Comply with Operating Rule 511.2
 - 6 - Line and lock the switch and derail in normal position.

2. Clearing at an industry with an Entering Signal.
 - 1 - Unlock switch and derail and reverse for your movement to the industry track.
 - 2 - Once the train has cleared the Main Track and the switch and derail is lined and locked in the normal position. The train crew must contact Rail Traffic Controller and report they are in the clear, the switch and derail are lined and locked in the normal position.

3. Switching at the industry.
 - 1 - Without cars left on the Main Track.
 1. Unlock switch and derail and reverse for your movement to the industry track.
 2. Push or pull the switch on the head of the signal to illuminate the signal.
 3. Comply with Operating Rule 511.2.
 - 2 - With cars left on the Main Track.
 1. Unlock switch and derail and reverse for you movement to the industry track.
 2. Push or pull the switch on the head of the signal to illuminate the signal.
 3. Comply with the Exception in Operating Rule 511.2.

RICHMOND & ALLEGHANY DIVISION

2. PROHIBITED PASSENGERS

Persons other than railroad employees are prohibited from riding on or being on freight trains or locomotives unless they have an authorized release signed by a Buckingham Branch Railroad Manager. This does not apply to state and federal transportation inspectors with proper identification in the performance of their assigned duties.

3. SPEED RESTRICTIONS

The following speed restrictions apply to all **Freight** and **Passenger** trains:

Movement on all tracks other than Main Track (unless otherwise specified)	10 MPH
Through all turnouts and crossovers (unless otherwise specified)	10 MPH
Designated locomotive servicing/repair tracks.....	5 MPH

The following are maximum speeds. Where timetable division or subdivision speeds are lower, the lower speed will govern:

Lead locomotive or single unit not equipped with an event recorder.....	30 MPH
Lead locomotive or single unit not equipped with an operative speed indicator.....	20 MPH
Locomotives with friction bearings when handled in train.....	25 MPH

Short Train Restrictions

Do not exceed the following speeds under the conditions indicated:

One unit running light	30 MPH
Two units running light	40 MPH
One unit coupled to one other piece of equipment	40 MPH

Hot Weather Restrictions

During periods of extreme heat, conditions exist that could affect track structure. When instructed by track bulletin, restrict train speed between the hours of 1300 and 1900 within the limits the track bulletin specifies as follows:

Freight Trains: Unless further restricted, maximum authorized track speed will be reduced to not exceed 30 MPH.

Passenger Trains: Unless further restricted, maximum authorized track speed will be reduced to not exceed 40 MPH.

High Water

When trains are operated through water, speed must not exceed 3 MPH, and the maximum depth of water over the top of the rail must not exceed 3 inches for locomotives and 5 inches for cars.

Harmonic Rock

Under certain conditions, operation of trains between 13 and 19 MPH can cause derailments due to harmonic rocking of cars. Trains which cannot maintain a speed of 19 MPH must reduce speed to not exceed 13 MPH until speed can be maintained at 20 MPH or greater. This restriction only applies on jointed rail and does not apply to trains operating on an ascending grade where stall may occur.

Welded Rail trains

Trains handling equipment designated to handle continuous welded rail must not exceed 30 MPH when loaded and 40 MPH when empty, reducing to 10 MPH through truss bridges and tunnels. When other equipment is handled in the train, empty continuous welded rail equipment should be handled on the rear of the train when possible.

RICHMOND & ALLEGHANY DIVISION

4. EQUIPMENT HANDLING INSTRUCTIONS

Securing Equipment

The following locations are designated as excessive grade areas. Trains parked or cars set out at these locations must have a minimum of 50% of the handbrakes applied when the total number of cars in the train or cars set out is 50 or less. Trains parked or cars set out at these locations must have a minimum of 20% of the handbrakes applied when the total number of cars in the train or cars set out exceeds 50. Once applied, handbrakes must be tested to ensure they will prevent the movement of equipment.

- MP 88.6 – On Richmond Distribution Center lead to the top of the hill
- MP 93.1 – Richmond Times industrial track
- MP 112 – Doswell yard: Sound Structure track North of the derail
- MP 179.6 to MP 183.1 – When placed on any tracks within these limits
- MP 194.1 and MP 194.8 – Crozet Siding
- MP 203.3 and MP 204.1 – Afton Siding
- MP 219.7 – Staunton Industry Track
- MP 220.5 – Staunton Cold Storage track
- MP 220.8 – Durbin & Greenbrier Railroad yard tracks 1 & 2
- MP 233.2 and MP 234.1 – North Mountain Siding
- MP 253.1 and MP 253.9 – Goshen Siding and Industrial Track
- MP 267.0 – Crane Spur Track

Locomotives

Locomotive consists are restricted to a maximum of 8 locomotives either in multiple control or in tow unless authorized by the Buckingham Branch Road Foreman of Engines.

Alignment Control Couplers: When any locomotives not equipped with either alignment control couplers or coupler limiting blocks are handled in train service and trailing tonnage exceeds 5000 tons, limit retarding force to 50% of maximum. Also reduce amperage when shoving cars to help reduce the possibility of jack-knifing. A maximum of 18 powered axles may be used when making shoving movements.

Defective Equipment

When a car is discovered unsafe for movement, ask the Rail Traffic Controller for instructions. When setting out defective equipment, try to place it where it can be accessed by a vehicle for repairs or inspection.

When a defective, damaged, or improperly loaded car is offered to the BBRR at interchange, inform the Rail Traffic Controller of the following information:

- The car's initial and number
- The nature of the defect(s)
- The car's contents and destination, if known

Be governed by the Rail Traffic Controller's instructions when determining whether or not to accept a defective car at interchange.

Car Doors

Unless otherwise instructed by a BBRR Manager, cars must not be moved from a customer's track unless all doors (plug doors, hopper doors, etc.) are closed. BBRR train crew employees are not responsible for closing car doors and it is not recommended that they do so.

Overweight Cars

Unless otherwise instructed by a BBRR Manager or Agent, cars that are flagged on BBRR documentation as being overweight must not be moved from a customer's track.

RICHMOND & ALLEGHANY DIVISION

4. EQUIPMENT HANDLING INSTRUCTIONS

Partial Loads and Shiftable Commodities

Except for switching, do not handle a partly loaded wood rack car, unless the movement is in a work train or is authorized by a BBRR Manager. Handle partly loaded wood rack cars carefully when switching to prevent damage and minimize movement of the partial load.

Examples of shiftable commodities are: pipe, lumber, logs, and poles. When handling one or more flat cars or open top cars loaded with a shiftable commodity that protrudes beyond the car ends or extends above the car ends and is liable to protrude beyond the car ends, make certain that the cars are not positioned next to a hazardous material shipment, a passenger car, a locomotive or a caboose.

Passenger Equipment

Passenger equipment includes but is not limited to: office-type cars, Amtrak owned or operated passenger and mail/express cars and TOW equipment mounted on Amtrak bogies and coupler mates.

When handling passenger equipment in a train, make certain that the equipment is placed on the rear of the train unless otherwise authorized by a BBRR Manager. Do not permit the train to be shoved by pusher engines when the passenger equipment is on the rear of the train.

When switching passenger equipment, do not hump, kick or drop the equipment. Handle the equipment separately when it is being switched or spotted and do not couple the equipment to any car with a top shelf-type coupler.

Caboosees or Shoving Platforms

When handling a caboose or shoving platform, make certain that the equipment is placed at the rear of the train unless otherwise authorized by a BBRR Manager. Do not permit pusher engines to be placed next to the caboose when shoving.

Engineering Equipment

When handling railcars loaded with engineering equipment, be sure they are placed within five cars of the engine if practicable. Do not hump, kick or drop cars loaded with engineering equipment.

Track Geometry Test Equipment

A track geometry car is an automated track inspection vehicle use to test several geometric parameters of the track. Before this type of equipment is allowed to operate as a self-propelled train on the BBRR, crew members must obtain specific operating instructions from the Rail Traffic Controller. Where appropriate, these specific operating instructions will supersede BBRR operating rules and special instructions governing movement authority. Self-propelled track geometry cars must not exceed the maximum passenger speed, and are not restricted by Special Instructions Short Train Restrictions.

Booms and Pivoting Machinery

Pivoted, rotating and swinging machinery, derricks, cranes, pile drivers, etc., moving in trains on own wheels will be handled only on instructions of the Rail Traffic Controller. Machine must be handled in rear of trains not more than five cars from last car in train when practicable. Except when moving in work trains or wreck trains over short distances to and from the work location the boom end of machines must be in the trailing position whether the boom is attached or not.

RICHMOND & ALLEGHANY DIVISION

4. EQUIPMENT HANDLING INSTRUCTIONS

Air Activated Equipment

Before moving equipment with air activated systems such as air dump cars, spreaders, etc, in a train other than a work train, make certain that all moveable components are secured. Also, the dumping line hoses on each end of the car must be disconnected and the cut-off valves in the dumping line must be closed.

Jordan Spreaders

Trains handling Jordan Spreaders are not to exceed 10 MPH through tunnels and across through plate girder bridges.

Double Stack and Multi Level Cars

Movement of double stack and multi-level cars on the Buckingham Branch Railroad is prohibited unless approved by the Buckingham Branch Manager of Track & Structures. If approved, movement is limited to operating on the Piedmont Subdivision only. Train documentation specifying the height dimensions and showing the cars as restricted must accompany the movement. Maximum height allowed for double stack cars is 19 feet 2 inches and 19 feet 1 inch for multi-level cars.

Grades Requiring Use of an End of Train Device

In determining the requirement of a two-way End of Train Device, the following locations have an average grade of 1% or greater over a distance of 3 continuous miles but less than an average grade of 2% over a distance of 2 continuous miles.

Between MP 192.2 and MP 203.9

Between MP 221.1 and MP 224.6

Between MP 228.0 and MP 234.3

Between MP 234.3 and MP 242.2

RICHMOND & ALLEGHANY DIVISION

5. SIGNAL ASPECTS AND INDICATIONS

Note: Numbers shown on number plates are illustrations only.
The following light illustration will indicate the signal is flashing.


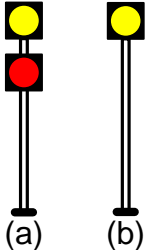




Medium Speed: Unless otherwise specified, is a speed not exceeding 30 MPH

Slow Speed: Unless otherwise specified, is a speed not exceeding 10 MPH









RULE	ASPECTS		NAME	INDICATION
	HIGH SIGNALS	DWARF SIGNALS		
B1281	<p>(a) (b)</p>		CLEAR	Proceed.
B1282			APPROACH MEDIUM	Proceed, approaching next signal not exceeding medium speed.
B1282A			ADVANCE APPROACH	Proceed, prepared to stop at second signal.

RICHMOND & ALLEGHANY DIVISION

RULE	ASPECTS		NAME	INDICATION
	HIGH SIGNALS	DWARF SIGNALS		
B1284			APPROACH SLOW	Proceed, approaching next signal not exceeding slow speed.
B1285			APPROACH	Proceed, prepared to stop at the next signal. Trains exceeding medium speed must immediately begin reduction to medium speed as soon as the engine passes the approach signal.
B1287			SLOW CLEAR	Slow speed through turnouts, crossovers, sidings and over power operated switches; then proceed.
B1288			SLOW APPROACH	Slow speed through turnouts, crossover, sidings and over power operated switches; then proceed, prepared to stop at the next signal.

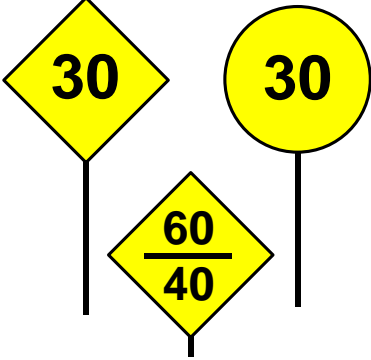
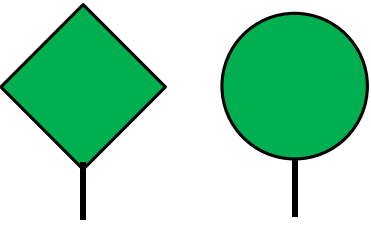
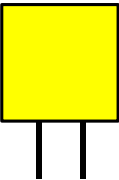
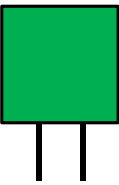
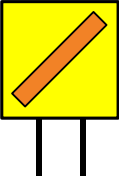
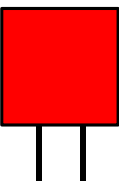
RICHMOND & ALLEGHANY DIVISION

Note: Numbers shown on number plates are illustrative only.

RULE	ASPECTS		NAME	INDICATION
	HIGH SIGNALS	DWARF SIGNALS		
B1290			RESTRICTING	Proceed at restricted speed.
B1291	  <p style="text-align: center;">(a) (b)</p>		RESTRICTED PROCEED	Proceed at restricted speed
B1292	  <p style="text-align: center;">(a) (b)</p>	 <p style="text-align: center;">(c)</p>	STOP	Stop.
B1295	 <p style="text-align: center;">APP</p> <p>A signal equipped with an "APP" marker provides information only about the next signal and not about the conditions of the track ahead.</p>		APP MARKER	Proceed, approaching next signal as authorized by the aspect displayed. If signal is dark, proceed prepared to stop at the next signal

RICHMOND & ALLEGHANY DIVISION

6. WAYSIDE SIGNS

SIGN	NAME	INDICATION
	PERMANENT REDUCE SPEED SIGN	Reduce speed as required in special instructions. When one speed is show, it indicates the speed for all trains. When two speeds are shown, the higher speed indicates the speed permitted for passenger trains and the lower speed indicates the speed permitted for other trains. If the same speed restriction applies to all tracks only one sign may be used.
	PERMANENT END RESTRICTION SIGN	Resume speed after rear of train has passed.
	TEMPORARY REDUCE SPEED SIGN	Reduce speed as required.
	TEMPORARY END RESTRICTION	Resume speed after rear of train has passed.
	WARNING SIGN	Prepare to stop or reduce speed as required.
	CONDITIONAL STOP SIGN	Stop before entering limits unless permission to enter limits is obtained.

RICHMOND & ALLEGHANY DIVISION

SPEED/DISTANCE TABLE

MILE PER HOUR	TIME PER MILE	
	MIN	SEC
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	00
35	1	43
40	1	30
45	1	20
50	1	12

DISTANCE		
FEET		TENTHS OF A MILE
528	=	0.1
1056	=	0.2
1584	=	0.3
2112	=	0.4
2640	=	0.5
3168	=	0.6
3696	=	0.7
4224	=	0.8
4752	=	0.9
5280	=	1.0

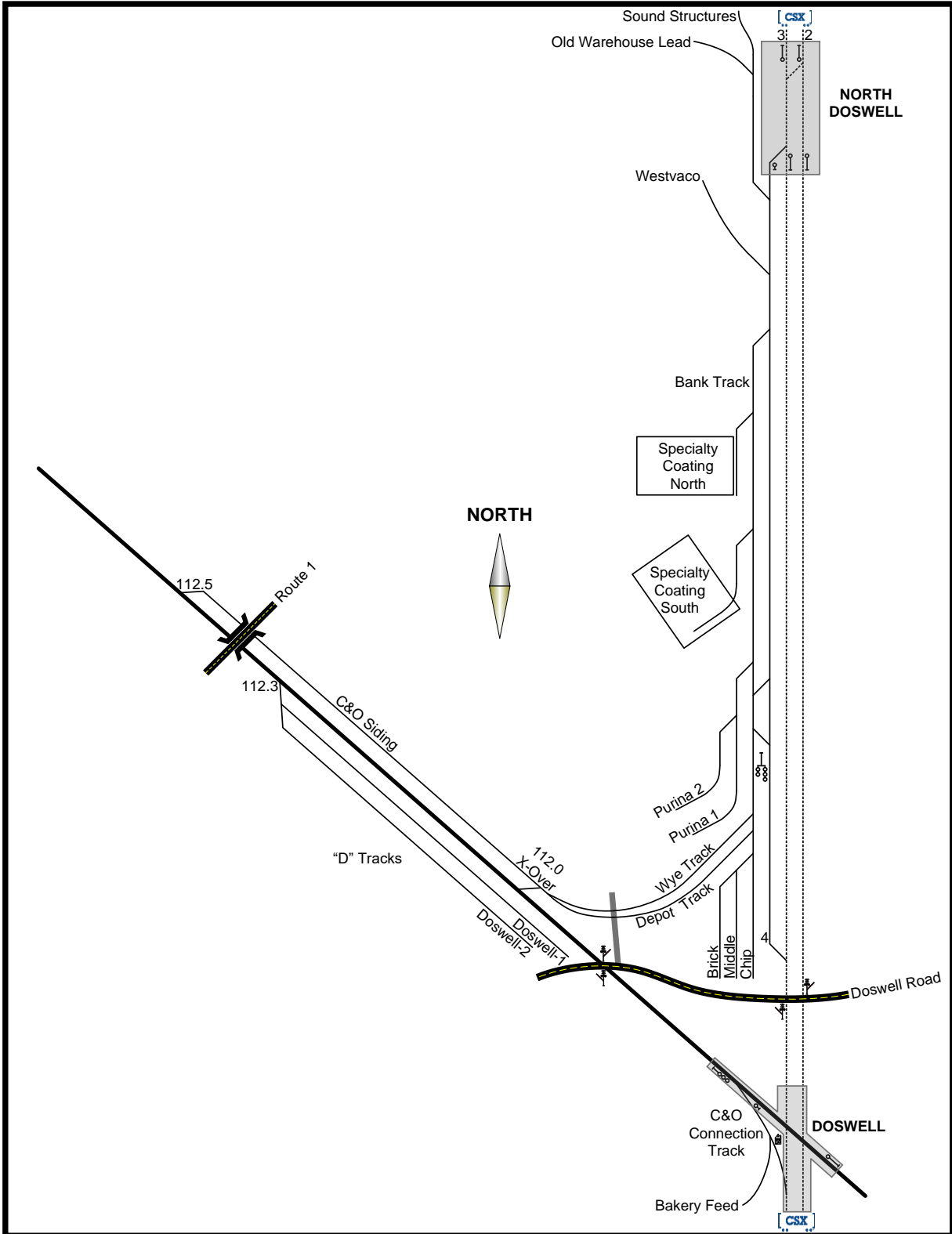
EMERGENCY RADIO CALL IN PROCEDURE

1. Set the locomotive radio to AAR channel 023.
2. On the front panel, hold down tone #9 for 2 seconds and release.
3. Mobile radios equipped with "touch tone" microphones, key microphone and then press and hold the #9 button for 2 seconds and release. An answer back tone will not be heard.
4. During the next 20 seconds, the radio is directed onto the Rail Traffic Controller's monitor speaker and employee calling will broadcast the emergency message in accordance with operating rule 1010.2
 - a. Transmitting unit (train identification or title and name).
 - b. Precise location.
 - c. Nature of emergency.

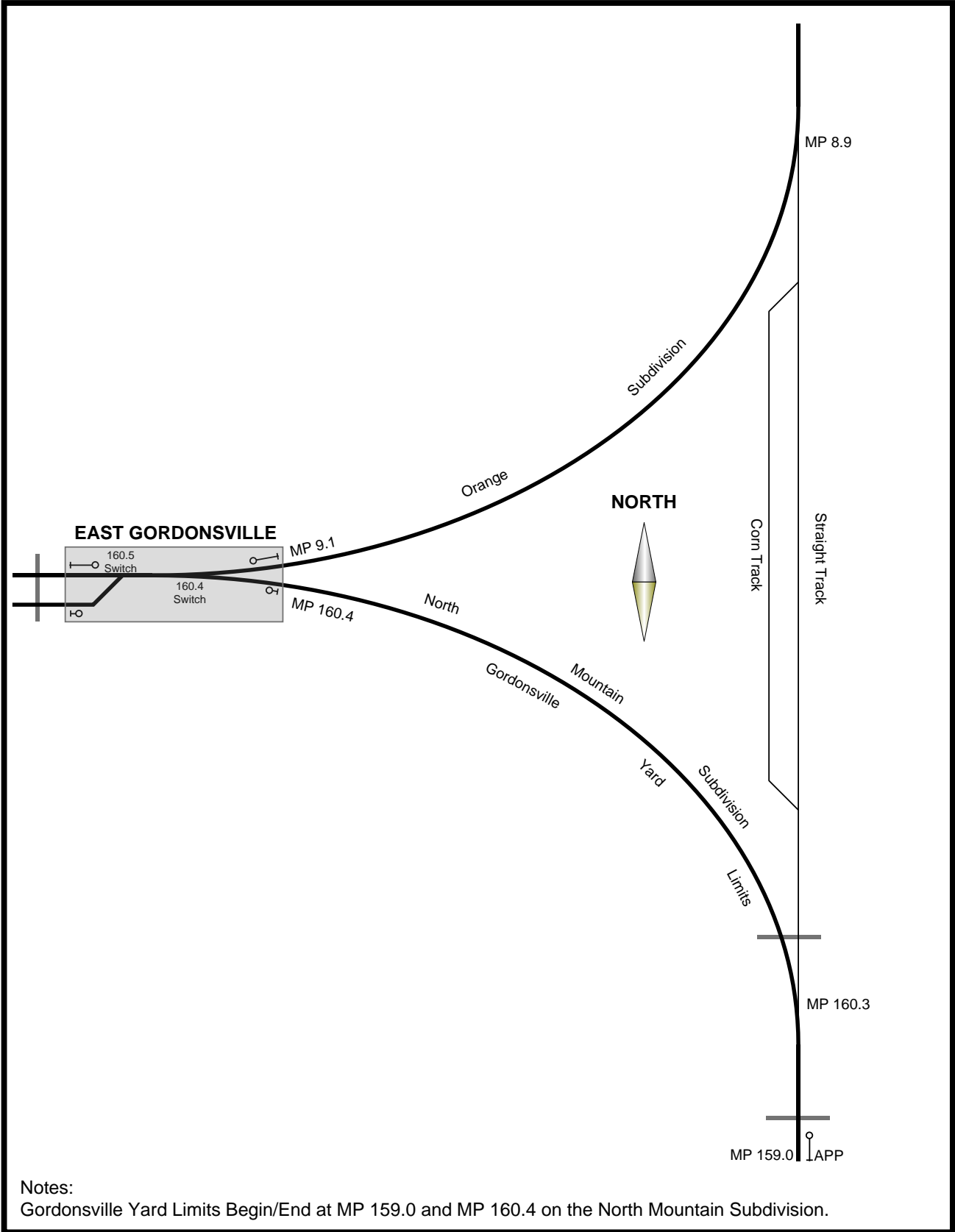
When call #9 has been transmitted, an emergency call indication will appear and remain on the Rail Traffic Controller's console until the call is acknowledged.

APPENDICES

DOSWELL

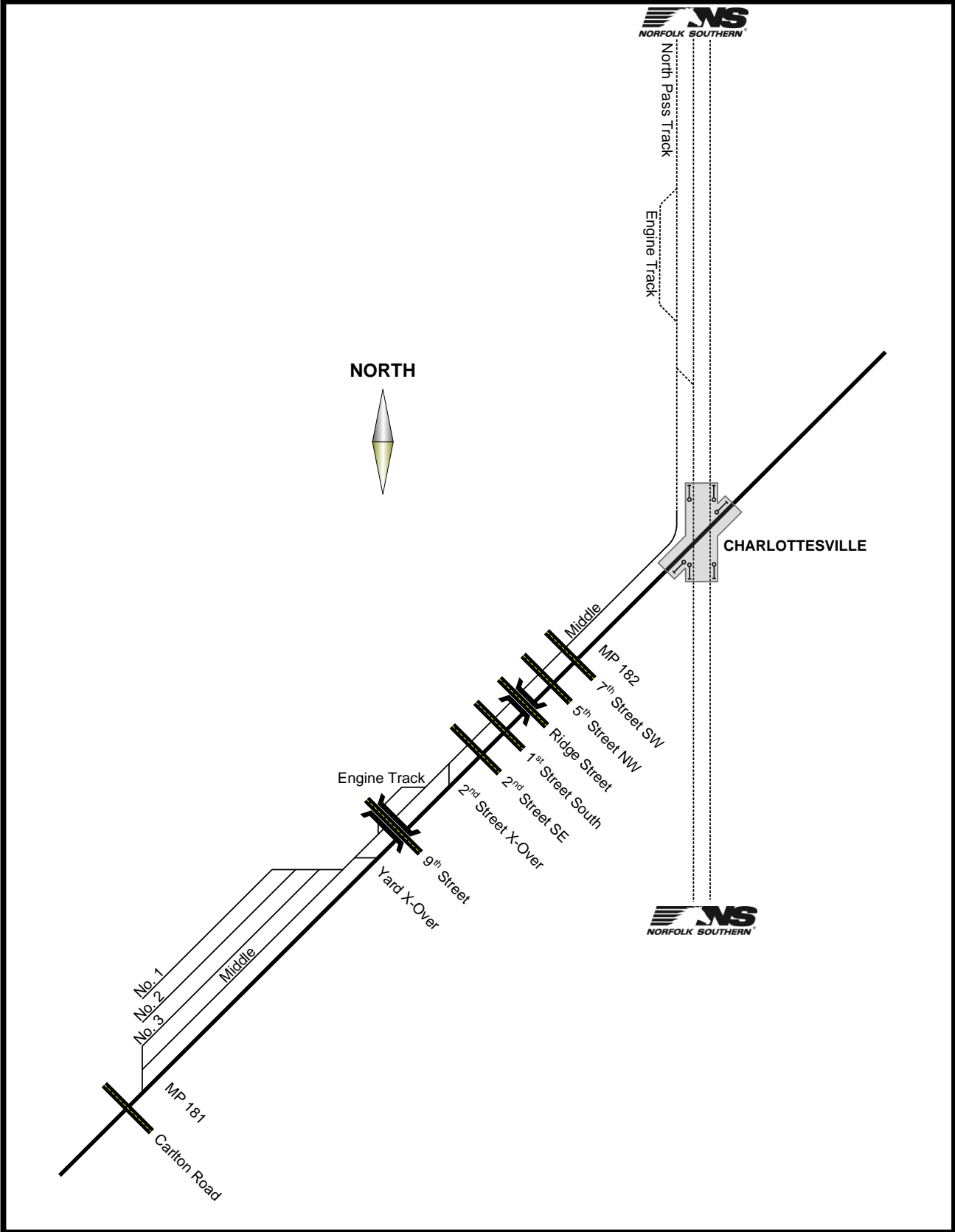


GORDONSVILLE

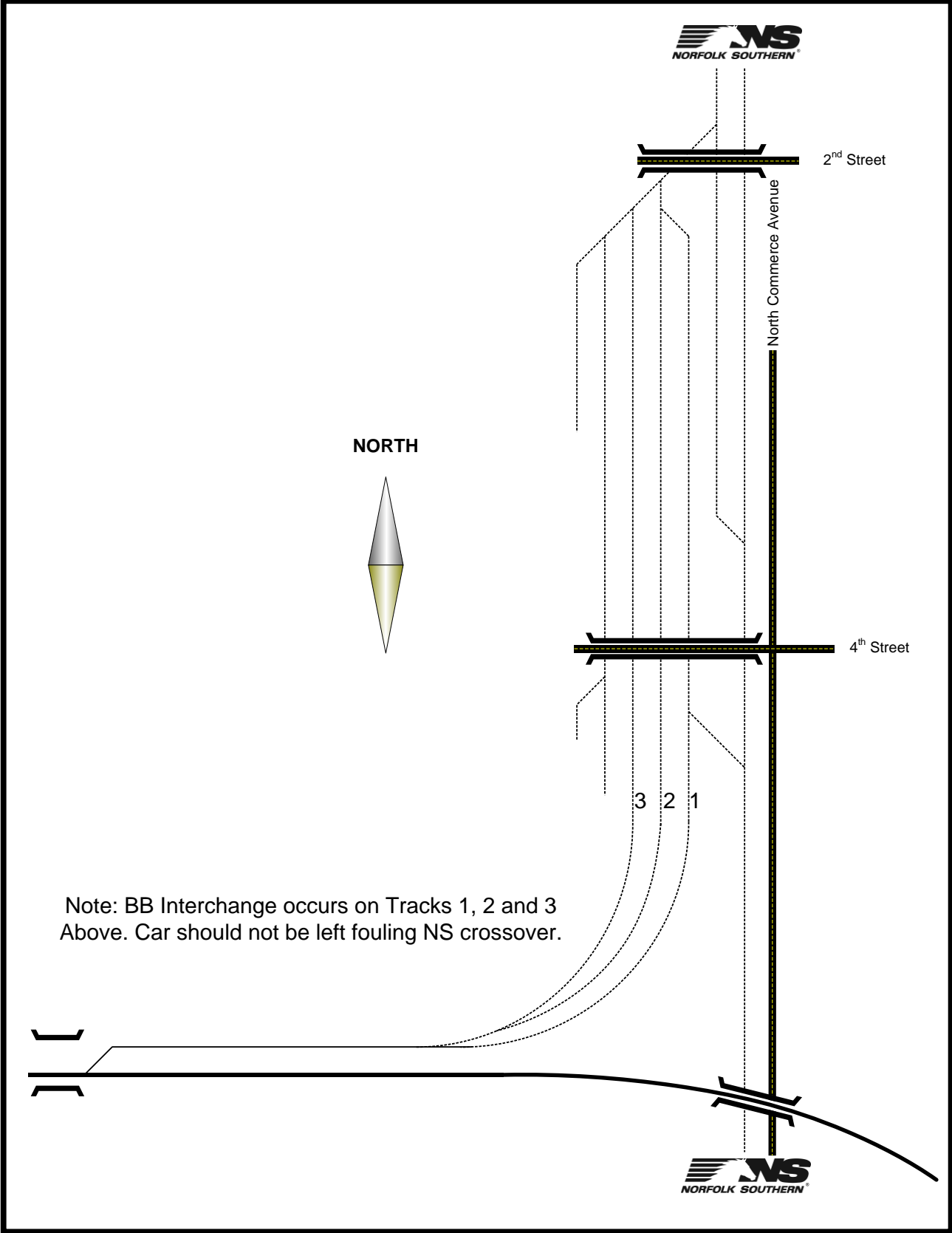


Notes:
Gordonsville Yard Limits Begin/End at MP 159.0 and MP 160.4 on the North Mountain Subdivision.

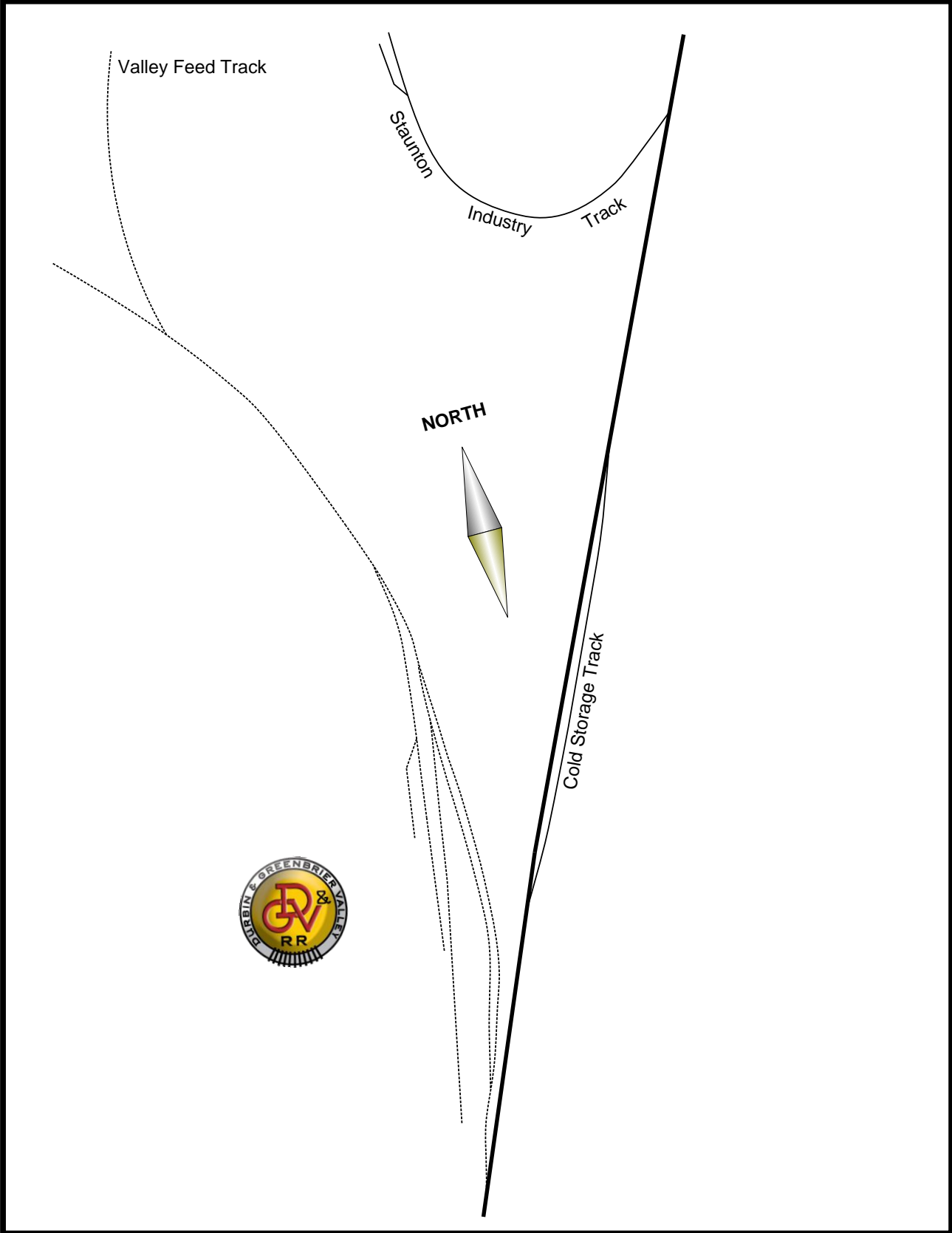
CHARLOTTESVILLE



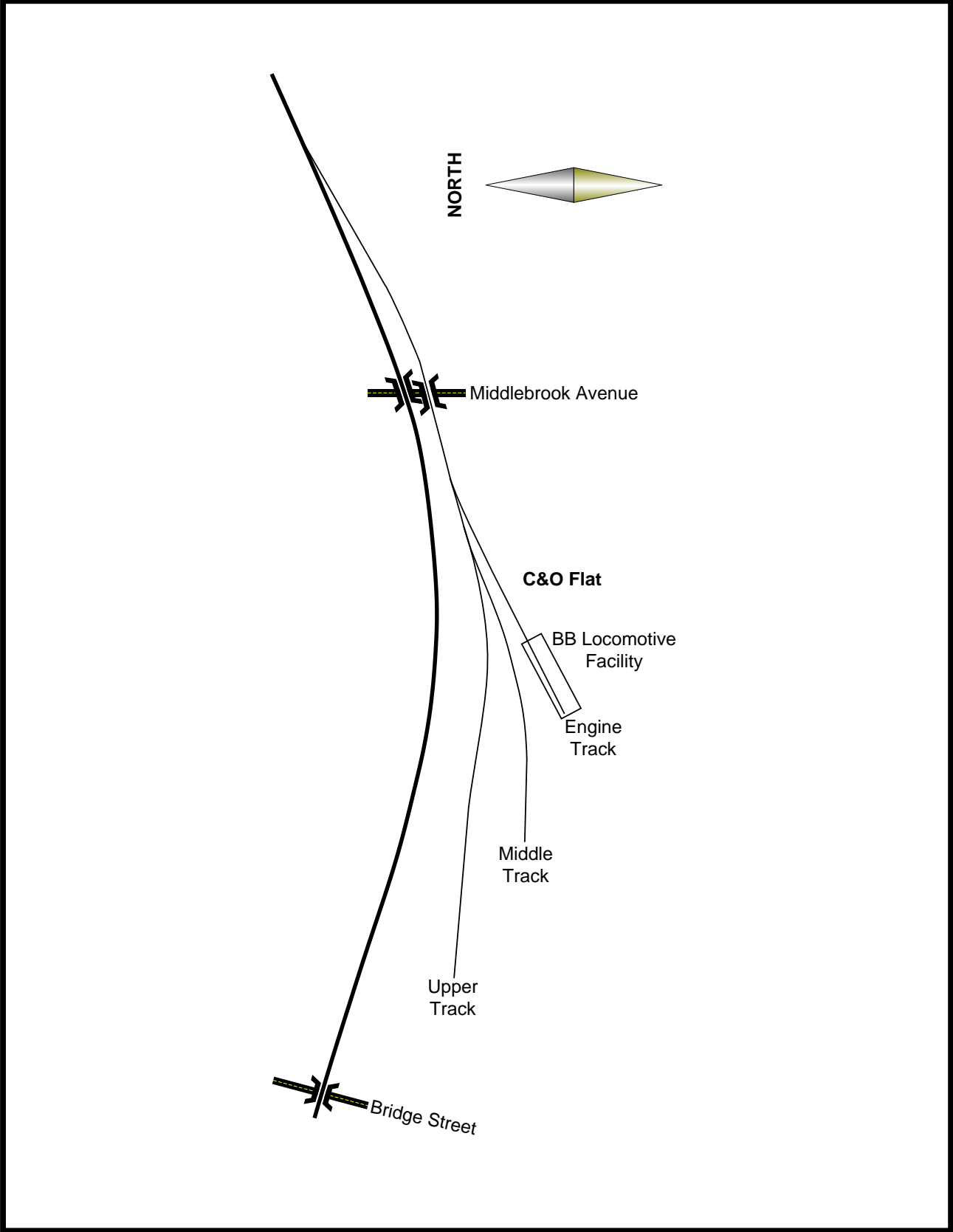
BB-NS CONNECTION & NS WAYNESBORO YARD



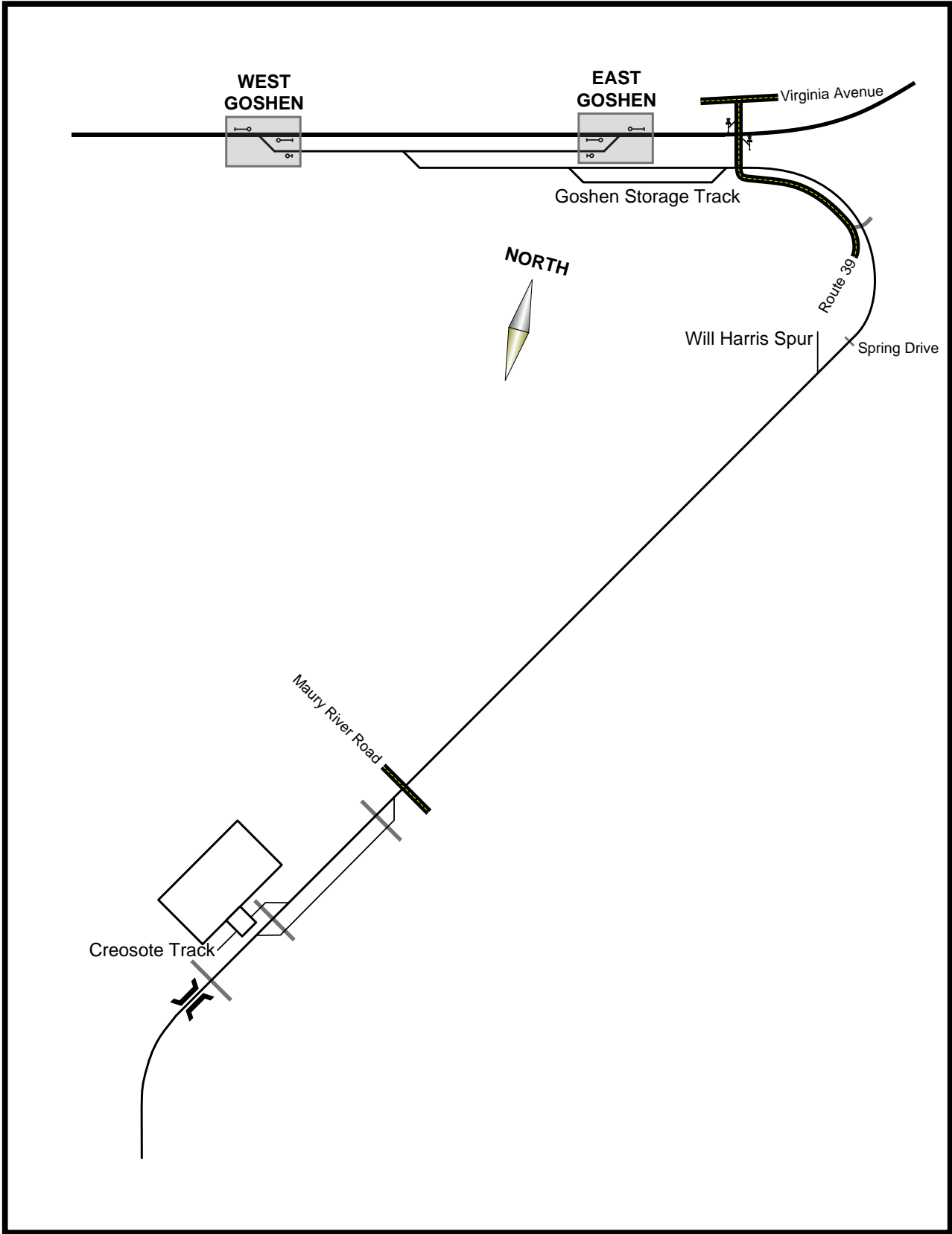
BB-DGVR CONNECTION



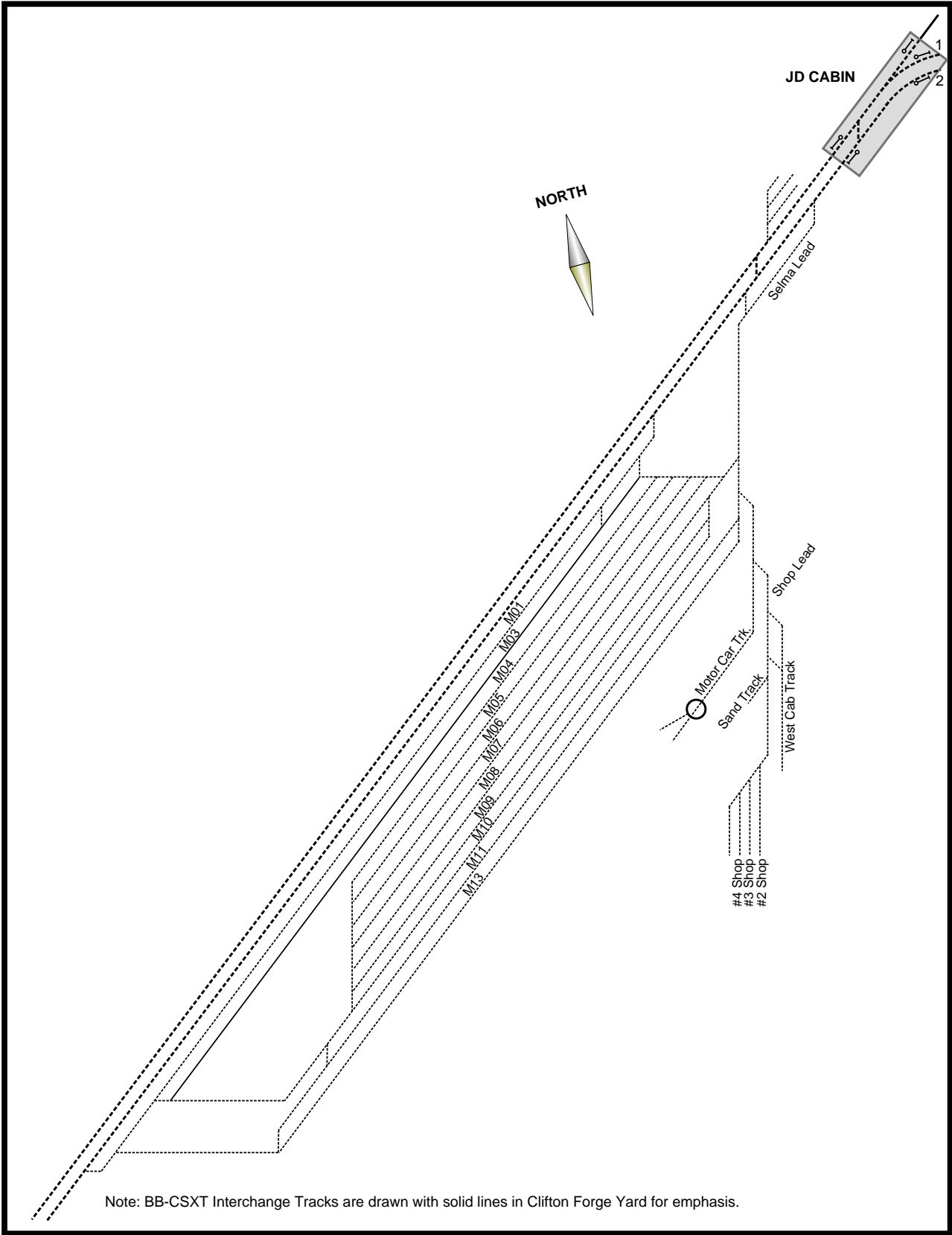
C&O FLAT



GOSHEN INDUSTRIAL TRACK



JD CABIN & CLIFTON FORGE YARD



Note: BB-CSXT Interchange Tracks are drawn with solid lines in Clifton Forge Yard for emphasis.

NOTES

