

BUCKINGHAM BRANCH
RAILROAD COMPANY

BUCKINGHAM DIVISION

TIMETABLE

NO. 7

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



Timetable Revision Page

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Buckingham Division Timetable 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

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. None

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		
		6.1		TC		
	27.2	PELICAN		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		TWC	Begin/End Luray Yard Limits	
	40.0				Begin/End Luray Yard Limits	
	42.4	EAST SALEM			1912	
	42.8	WEST SALEM				

BUCKINGHAM DIVISION TELEPHONE NUMBERS

EMERGENCY 911

BBRR PHONE NUMBERS

BB CONTROL CENTER EMERGENCY 866-244-4529

FLUVANNA COUNTY 9-1-1(MP B0.0 to MP B0.2) 434-589-8211

BUCKINGHAM COUNTY 9-1-1(MP B0.2 to MP B17.3) 434-969-1772

BUCKINGHAM SHERIFF-FIRE-RESCUE SQUAD 434-969-1772

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

If it is an emergency call, and you are put on hold, press 911, and your call will be moved to the top of the call list. Use this feature for emergencies only.

DILLWYN OFFICE 434-983-3300


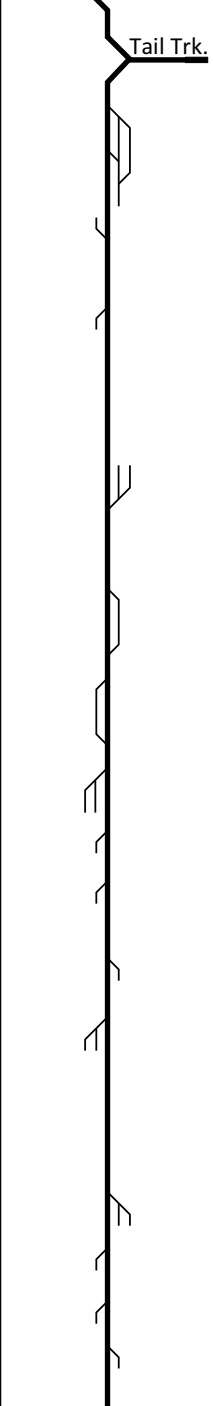
CSXT PHONE NUMBERS

CSXT EMERGENCY 800-232-0144

HK DISPATCHER (Huntington) 304-522-5438

HG DISPATCHER (TOLL FREE) 800-854-5696

BUCKINGHAM DIVISION

Track Diagram	Mile Post	West ↓ Stations ↑ East	Siding Length	Movement Authority	Notes
	CA 66.4 B0.0	BREMO (CSXT) Begin/End BBRR BREMO (BBRR)		CP	CSXT Rivanna Subdivision BBRR has trackage rights on the CSXT from Bremo to Strathmore Yard
	B0.3	NEW CANTON	2500	TWC	Tail Track
	B1.35	2.0	674 985 928		Bluff Track Middle Track Solite Bin Track
	B2.3	BRIDGEPORT	255		Bridgeport Stub Track
		1.7			
	B4.0	ARVONIA	340		Arvonias Stub Track
		5.4			
	B9.4	JOHNSON			
	B12.0 B12.05	YARD LIMITS		Yard Limits Begin/End at MP B12.0 Mead Westvaco Industry Track	
		3.3			
	B12.7	ALPHA	1782 953	Alpha Runaround Track Alpha Team Track	
	B14.5 B14.9 B15.95	3.7	803 833 440	Buckingham Yard Tracks 1,2 Mullite Industry Track Seay Industrial Track	
	B16.25 B16.3		400 152	Equipment Track Dillwyn Tie Up Track Allen Track	
	B16.4	DILLWYN			
	B16.6 B16.65	0.9	568 625 543	Dillwyn Yard Track 1 Dillwyn Yard Track 2 Koppers Industry Track	
	B17.0		488	Newton Industry Track	
	B17.2		494	Bottom Track	
	B17.3	END OF TRACK			

MAXIMUM SPEED FREIGHT.....10 MPH

Exception:

Main track between MP B9.5 and MP B10.5.....25 MPH *Westward freight trains only*

FREIGHT TRAIN SPEED RESTRICTIONS

MP B16.0 to MP B16.6.....5 MPH

MAXIMUM SPEED PASSENGER.....15 MPH

PASSENGER TRAIN SPEED RESTRICTIONS

MP 1.35 Switch.....10 MPH

MP B16.0 to MP B16.55.....5 MPH

Note: Passenger train operation is prohibited between MP B16.55 to MP B17.3

OPERATING METHODS

YARD LIMITS – in effect between

MP B12.0 and MP B17.3

TWC – in effect between

MP B0.0 and MP B12.0

TRAIN CREW MUST RECEIVE AUTHORITY FROM CSXT DISPATCHER BEFORE OPERATING ON THE CSXT MAIN TRACK BETWEEN BREMO AND STRATHMORE

RADIO CHANNELS

BB Road AAR 023 (To tone the BBRR RTC, push tone 5)

BB Switching AAR 040

CSXT DispatcherAAR 014 (To tone the CSXT Dispatcher, push tone 2)

CSXT Switching AAR 008

RTC Contacted by phone

SAFETY

No additional instructions.

EQUIPMENT RESTRICTIONS

Unless otherwise authorized by BBRR Management, the following equipment is prohibited from operating on the entire division:

1. Cars with gross weight exceeding 286,000 lbs.
2. Six-axle locomotives.

The Allen Track Extension (MP B16.2) is for work equipment only. Locomotives and cars allowed to the crossing only.

HANDBRAKE INSTRUCTIONS

See Securing Equipment in item 4 of the Special Instructions.

CLOSE CLEARANCES

Main, Middle and Bluff Tracks – MP B1.35

Close clearance conditions exist between the Main Track and the Middle Track.

Close clearance conditions exist between the Middle Track and the Bluff Track.

Close clearance conditions exist with a rock wall on the South side of the Bluff Track.

Arvonja Stub Track – MP B3.9

Close clearance conditions exist with a loading ramp on the North side of the Arvonja Stub Track.

Meade Westvaco Industry – MP B12.05

Close Clearance conditions exist with a car puller west of the loading hopper between track 1 & 2.

Alpha Team Track – MP B12.7

Close clearance conditions exist with a loading ramp.

Close clearance conditions exist between the Main Track and the Alpha Team Track.

Buckingham Yard #1 Track MP B14.5

Be on the lookout for close clearance conditions with the portable train load equipment when switching cars.

Mullite Industry– MP B14.9

Close clearance conditions exist with a loading conveyor and a building on the North side of the Mullite Industry Track.

Close clearance conditions exist on both sides of the track from the Mullite building West to the back of the track.

Riding cars is prohibited.

Equipment Track– MP B16.25

Close clearance conditions exist between the Main Track and the Equipment Track.

Dillwyn Yard – MP B16.4

Close clearance conditions exist with a gate on the South side of number 1 track.

Close clearance conditions exist with a gate on the North side of number 2 track.

Koppers Industry – MP B16.6

Close clearance conditions exist with a loading ramp on the North side of the Koppers Industry Track.

Close clearance conditions exist between the Main Track and the Koppers Industry Track

Bottom Track – MP B17.2

Close clearance conditions exist with a loading conveyor on the South side of the Bottom Track.

AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS

No additional instructions.

SPECIAL CHARACTERISTICS

Arvonias Stub Track

When switching Arvonias Stub Track do not leave the Arvonias road (Rt. 675, MP B4.0) crossing signals activated or the crossing blocked. If necessary, cut the train off West of the crossing.

New Canton to Dillwyn

When shoving a train from New Canton to Dillwyn, the amber beacon and backup signal will be used:

- Through the entire length of the Solite plant, MP B1.3 to MP B1.9
- Through Arvonias, MP B3.4 to MP B4.1
- Through Dillwyn from the private crossing at MP B16.0 through the US Hwy 15 crossing at MP B16.55
- At all highway crossings
- At all private crossings when there is activity at or near the crossing

Dillwyn (MP B16.4)

The Main track derail, located at MP B16.4, will be in the derailing position and locked when equipment is secured and left unattended in the station area for over 30 minutes on the Main track. At all other times, the derail will be left in the non-derailing position.

Dillwyn MP B16.55

Due to short approach circuit trains must approach the crossing prepared to stop until it is determined that the devices are functioning and sufficient time is provided to allow vehicular and pedestrian traffic to stop.

Dillwyn Yard Track 1 & 2 MP B16.6

All locomotive and car movements are to be made under the direction of the Manager of Track & Structures or equipment shop Mechanical Supervisor.

BUCKINGHAM DIVISION ROAD CROSSINGS

Highway road crossing at grade equipped with automatic warning devices

Milepost	Road Crossing	DOT #	Type
MP B2.12	Bridgeport Road (Rt. 652)	224302X	C
MP B4.00	Arvonias Road (Rt. 675)	224204G	C
MP B6.07	Penlan Road (Rt. 671)	224206V	C
MP B8.53	Slate Hill Road (Rt. 610)	244207C	C
MP B9.58	Johnson Road (Rt. 622)	224208J	CT
MP B12.13	Staunton Town Road (Rt. 617)	224210K	C
MP B14.83	Buffalo Road (Rt. 631)	224216B	CT
MP B16.55	Oak Street (Hwy 15)	224227N	C

1. SPECIAL INSTRUCTIONS

Unless otherwise specified, these Special Instructions apply on the entire Buckingham 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 BBRR 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:

At MP B1.35 Do not exceed 10 MPH over the East switch at Solite Bin Track.

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.

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 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 20% of the handbrakes applied when the total number of cars in the train or cars set out exceeds 50.

- Between MP B16.0 and MP B17.3

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:

- 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.

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 the 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.

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.

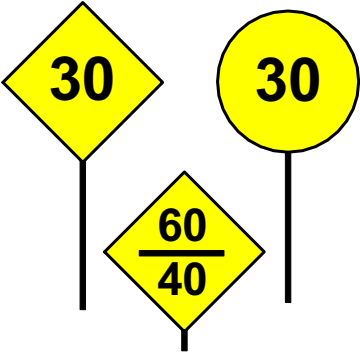
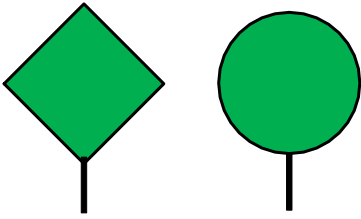
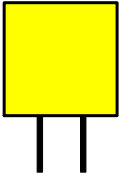
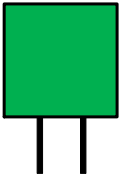
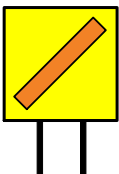
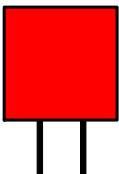
Air Activated Equipment

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.

5. Wayside Signs

SIGN	NAME	INDICATION
	<p>PERMANENT REDUCE SPEED SIGN</p>	<p>Reduce speed as required in special instructions. When one speed is shown, 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.</p>
	<p>PERMANENT END RESTRICTION SIGN</p>	<p>Resume speed after rear of train has passed.</p>
	<p>TEMPORARY REDUCE SPEED SIGN</p>	<p>Reduce speed as required.</p>
	<p>TEMPORARY END RESTRICTION</p>	<p>Resume speed after rear of train has passed.</p>
	<p>WARNING SIGN</p>	<p>Prepare to stop or reduce speed as required.</p>
	<p>CONDITIONAL STOP SIGN</p>	<p>Stop before entering limits unless permission to enter limits is obtained.</p>

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

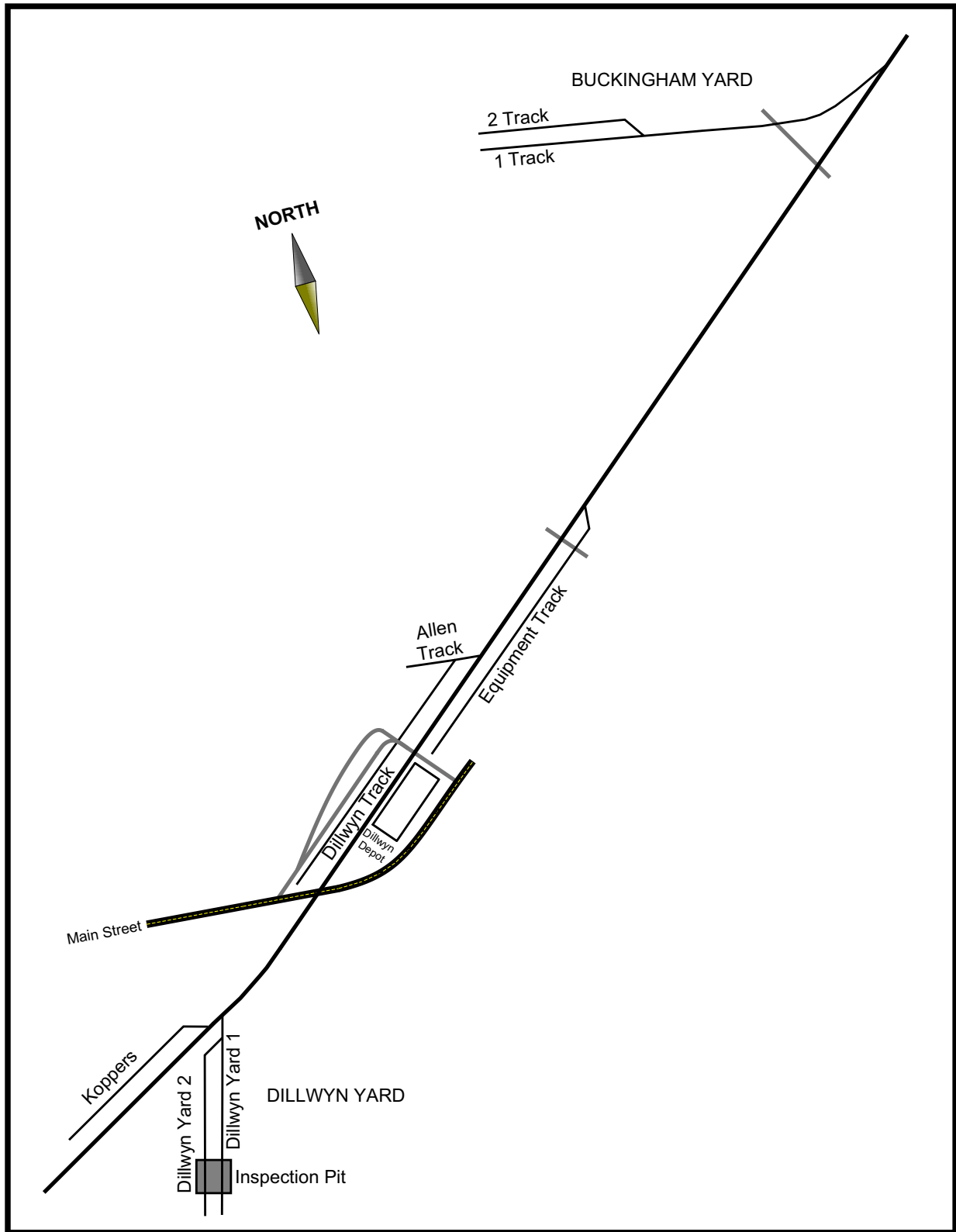
DISTANCE		
FEET	=	TENTHS OF A MILE
528	=	0.1
1056	=	0.2
1584	=	0.3
2112	=	0.4
2640	=	0.5
3168	=	0.6
3696	=	0.7
4224	=	0.8
4752	=	0.9
5280	=	1.0

EMERGENCY CALL IN PROCEDURE

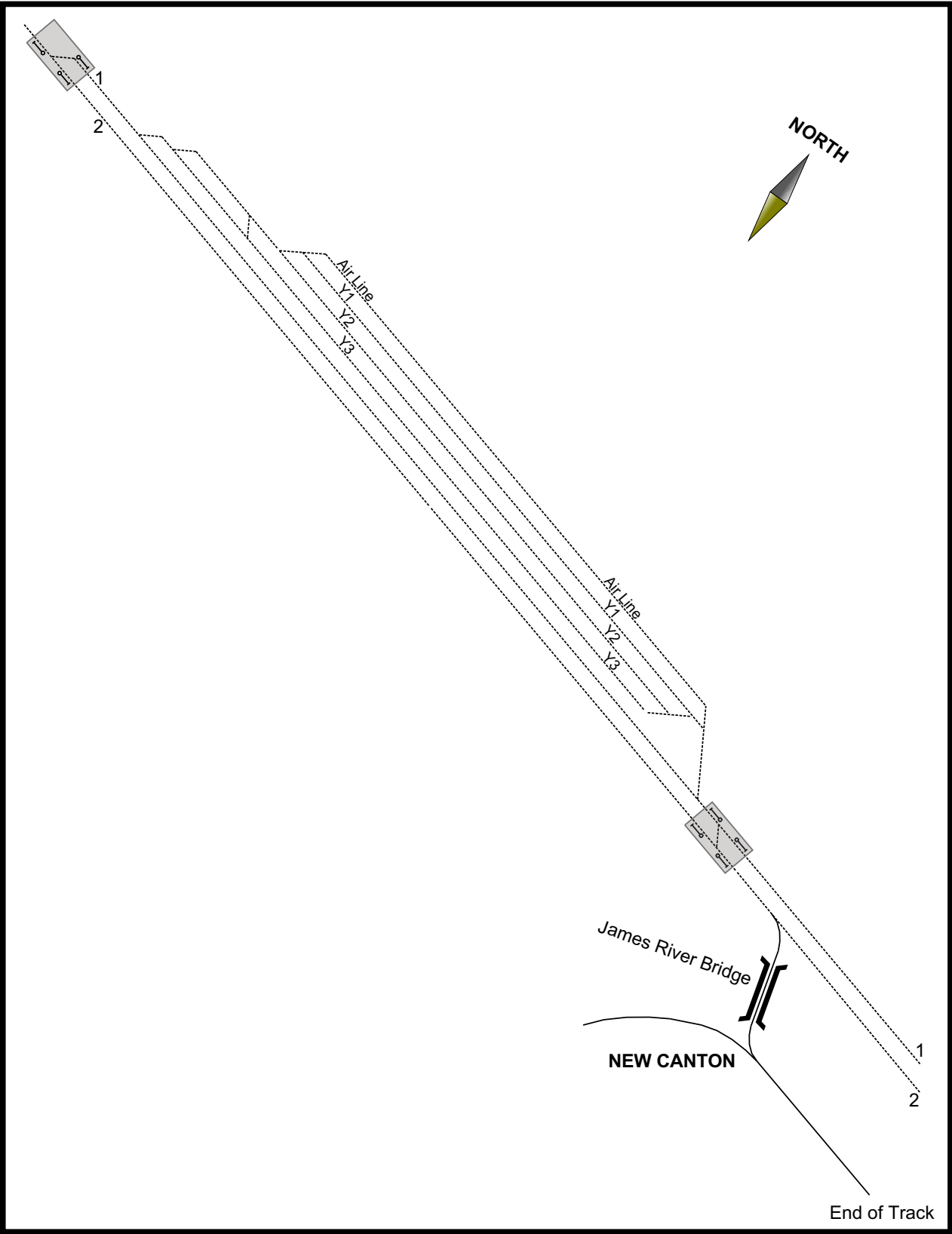
1. Use cell phone to contact the Rail Traffic Controller in an emergency situation.

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DILLWYN, YARDS AND SERVICE FACILITY



NEW CANTON & CSX STRATHMORE YARD



NOTES

