

Virginia Southern Division Timetable

Revision Page

Employee signature and date are required as acknowledgement of inserted revision page(s).

The following revisions are in effect June 25, 2017 at 0001 hours

Pages to be removed

Revision page	-	-	-
Table of Contents	-	-	-
- -	-	-	pages 4 to7

Pages to be inserted

Revision page	-	-	-
Table of Contents	-	-	-
- -	-	-	pages 4 to 7

Employee Signature / Date

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TABLE OF CONTENTS

VIRGINIA SOUTHERN TIMETABLE LEGEND	1
VIRGINIA SOUTHERN SAMPLE LEGEND DIAGRAM.....	2
VIRGINIA SOUTHERN DIVISION TELEPHONE NUMBERS	3
VIRGINIA SOUTHERN DIVISION	4
MAXIMUM AUTHORIZED SPEED	5
OPERATING METHODS	5
RADIO CHANNELS	5
SAFETY	5
EQUIPMENT RESTRICTIONS	5
HANDBRAKE INSTRUCTIONS.....	5
CLOSE CLEARANCES.....	5
AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS.....	5
SPECIAL CHARACTERISTICS	6
VIRGINIA SOUTHERN DIVISION CROSSINGS.....	6
SPECIAL INSTRUCTIONS	7-9
PROHIBITED PASSENGERS	7
SPEED RESTRICTIONS	7
EQUIPMENT HANDLING INSTRUCTIONS	7-8
WAYSIDE SIGNS.....	9
SPEED AND DISTANCE TABLES	10
EMERGENCY RADIO CALL IN PROCEDURE.....	10
APPENDICES	

Virginia Southern 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

VIRGINIA SOUTHERN DIVISION

Track Diagram	Mile Post	North ↑ Stations Distance Between Stations ↓ South	Siding Length	Movement Authority	Notes	
					BBRR has Trackage Rights on Norfolk Southern to MP 89.0	
	84.8	BURKEVILLE YARD LIMITS		YARD LIMITS	Begin/End NS Yard Limits at MP 84.8	
	81.9 79.3		15.9		TWC	International Paper Industry Green Bay Stub Track
	69.0	KEYSVILLE YARD LIMITS				Keysville North Yard Limits Begin/End at MP 69.0 Blue Ridge Railcar Industry
	66.8/ 0.0	KEYSVILLE	5.7		YARD LIMITS	Keysville Run Around Track Keysville Stub Track
						Beer Track
						Smurfit-Stone Woodyard
	3.5	KEYSVILLE YARD LIMITS				Keysville South Yard Limits Begin/End at Mile Post 3.5
	17.0		34.4		TWC	Pallet One Industry Chase City Run Around Track
	33.8					Burlington Industries Mecklenburg Power Station
35.0					Permission must be obtained from the Manager of Track and Structures before operating south of MP 35.0	
37.9	END OF TRACK					

MAXIMUM AUTHORIZED SPEED

Entire Division.....10 MPH

OPERATING METHODS

YARD LIMITS-In effect between

MP 00.0 and 3.5

MP 66.8 and MP 69.0

TWC-In effect between

MP 3.5 and MP 37.9

MP 69.0 and MP 84.8

RADIO CHANNELS

BB Road.....AAR 023

BB Switching.....AAR 040

NSRR Road.....(channel 1)...AAR 072

NSRR Switching...(channel 2)...AAR 061

SAFETY

At Mecklenburg Power Station: A hard hat is required when not working within immediate vicinity of your train. Also, BBRR employees are prohibited from riding cars through the shaker shed.

EQUIPMENT RESTRICTIONS

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

1. Six axle locomotives are prohibited.
2. Cars exceeding 263,000 gross pounds are prohibited.

NS Trackage MP F86.2: Cars exceeding 17 feet 9 inches above the top of the rail in height must not operate under the bridge located within NS Yard Limits at MP F86.2

HANDBRAKE INSTRUCTIONS

At Mecklenburg Power Station: Handbrakes must be applied on the North end of each cut of cars.

CLOSE CLEARANCES

Chase City run around track.

AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS

No additional instructions.

SPECIAL CHARACTERISTICS

NS Burkeville Yard Limits – MP F84.8

The Buckingham Branch Railroad has trackage rights on the Norfolk Southern Railroad from MP F84.8 to Burkeville Yard MP F89.0 for the purpose of interchange. All movements north of MP F84.8 must be authorized by the Norfolk Southern Crewe Dispatcher. The Crewe Dispatcher will inform the Buckingham Branch crews of any other trains or workers operating within the yard limits. When finished in the yard limits, Buckingham Branch crews must report clear to the NS Crewe Dispatcher. NS Operating Bulletins are not needed when operating within the NS yard limits at Burkeville.

Blue Ridge Railcar Industry

Industry tracks 4 and 5 do not handle more than 3 cars at a time. Do not exceed 4 MPH when operating on tracks 4 and 5.

Keysville

All train and Track and Structures crews are to contact the Buckingham Branch Control Center in Staunton at (540) 885-2274 when reporting for duty to confirm all Current Operating Bulletins (COBs) and any Mandatory Directives.

The Main line switch at MP 00.0/66.8 when in the normal position will display a green target.

Main line mileposts change at MP 00.0/66.8 in Keysville. Mileposts are ascending both northward and southward from this point.

Clarksville

The connection switch between the North and South legs of the Wye can be left lined in the last position used.

Permission must be obtained from the Manager of Track and Structures prior to operating south of MP 35.0.

Entire Division

All tracks on the Virginia Southern Division are classified as FRA Excepted Track unless otherwise specified.

VIRGINIA SOUTHERN DIVISION ROAD CROSSINGS

Highway road crossing at grade equipped with automatic warning devices

Milepost	Road Crossing	DOT #	Type
MP 33.5	Burlington Drive (Rt. 722)	715133U	M
MP 31.7	Russell Street (Rt. 1101)	464408E	C
MP 25.6	Wilbourne Road (Rt. 701)	715127R	M
MP 21.8	Rocky Mount Road (Rt. 689)	715119Y	C
MP 17.4	Sycamore Street	715105R	C
MP 16.0	Highway 47	715098H	M
MP 8.6	Fort Mitchell Drive (Rt. 630)	715091K	M
MP 6.5	Friendship Church Road (Rt. 623)	714112X	C
MP 3.8	West Ontario Road (Rt. 622)	714106U	C
MP 3.4	Old Kings Highway (Bus 15/360)	714105M	CT
MP 66.78	Church Street (Bus 15/360)	714096R	C
MP 68.88	Horseshoe Bend Road (Rt. 712)	715145N	CT
MP 71.36	Germantown Road (Rt. 685)	715147C	C
MP 72.42	Bruceville Road South (Rt. 701)	715148J	CT
MP 73.10	Crossing Road (Rt. 718)	715149R	C
MP 73.91	Love Road (Rt. 704)	715150K	C
MP 74.67	Bruceville Road North (Rt. 701)	715151S	C
MP 75.7	Freestate Road (Rt. 630)	715153F	C

1. SPECIAL INSTRUCTIONS

Unless otherwise specified, these Special Instructions apply on the entire Virginia Southern Division. Yard limit rules apply to Main Track occupation without authorization from the Rail traffic Controller.

Switch Position Awareness Form (SPAF) per Operating Rule 505.12 is not required.

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

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

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.