

# Buckingham 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

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Employee Signature / Date

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## **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

<b>Milepost</b>	<b>Road Crossing</b>	<b>DOT #</b>	<b>Type</b>
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.

Equipment that is standing or will be left standing at a highway-rail crossing at grade, may be left no closer than 50 feet from the crossing at the following locations:

- MP 12.82 Alpha Tracks
- MP 14.5 Buckingham Yard
- MP 14.9 Mullite Industry Track
- MP 16.4 Seay private crossing
- MP 16.7 Dillwyn Yard

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

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.

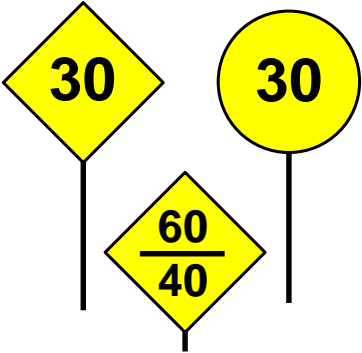
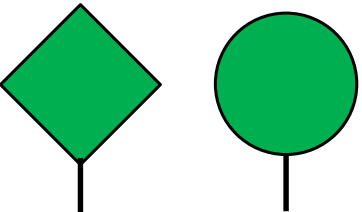
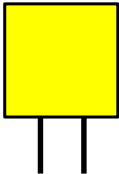
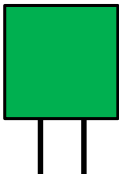
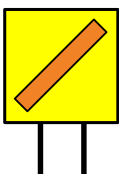
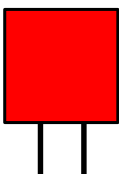
### **Air Activated Equipment**

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