



**RICHMOND TERMINAL  
SUBDIVISION  
TIMETABLE NO.2**

**EFFECTIVE  
TUESDAY, JANUARY 1, 2019  
AT 0001 HOURS  
CSX STANDARD TIME**



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## GENERAL INFORMATION

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## SUBDIVISIONS

NAME	CODE	DISP	PAGE
RICHMOND TERMINAL	RM	FB	1

## CONTACT NUMBERS

EMERGENCY CONTACT VIA RADIO	
Using the Dispatcher Channel, press 9 on the DTMF Key Pad to initiate an emergency call into the Operations Center Office. (Former Conrail Territory will press 9-1-1 on the DTMF Key Pad)	
<b>Network Operations</b>	
	(RNX) [REDACTED] (BELL) [REDACTED]
<b>Public Safety Coordination Center</b>	
Police Fire Department Unsafe Motorist Reporting Company Hazardous Materials Hot Line	
	(BELL) [REDACTED]
<b>Employee Assistance Group</b>	
	(BELL) [REDACTED]
<b>FB Dispatcher</b>	
	(RNX) [REDACTED] (RNX) [REDACTED] (BELL) [REDACTED] (BELL) [REDACTED]

# TIMETABLE LEGEND

## STATION LISTING AND DIAGRAM PAGES

### 1 – HEADING

The subdivision is identified by name and by 2 character identifier.

### 2 – COLUMN HEADINGS AND LISTINGS

#### A. AUTHORIZED SPEED

The authorized speed permitted between mileposts listed may also include restrictions over road crossings or other defined locations. Where speeds differ between various classes of trains, they will be listed in separate columns.

Abbreviations used are (P) – Passenger, (F) – Freight, (I) – Intermodal, (U) – Unit. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. City Ordinance speeds will be shown in shaded blocks.

#### B. MILEPOST

The alpha-numeric reference point identifying a specific track location on a subdivision. At locations to check speed indicators the mileposts may be listed without alpha prefixes and will be shown with a wide border.

28.0
29.0

#### C. STATION

A named reference point identifying a specific track location on a subdivision.

#### D. TRACK DIAGRAM

The timetable assigned direction from the first listing to the last is defined above the track diagram by arrows and direction.

#### E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

The authority for movement rules applicable to the subdivision are listed below this box.

#### F. NOTES

Where station page information may need to be further defined, a number will refer to an item listed to the right under the "NOTES" column.

### 3 – SYMBOLS USED

#### A. TRACK

N – North	S – South	E – East	W – West
YL – Yard Limits			
NB – Northbound	NE - North End		
SB – Southbound	SE - South End		
EB – Eastbound	EE - East End		
WB – Westbound	WE - West End		

## B. SPEED REFERENCES

### SP – Refer to Speed Tables

Where a speed is shown in the Authorized Speed Column of the Station Listing and Diagram pages or the Additional Speed Table, the speed shown is the maximum speed and does not supersede any additional requirements that may be imposed by Rules, System Bulletins, Division Bulletins, Dispatcher messages or form EC-1.

## C. ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

ABS	Automatic Block Signal Rules
CONN	Connection Track
Cont	Continuous
CPS	Control Point Signal Rules
CSDG	Controlled Siding
DB	Drawbridge
DD	Defect Detector
FP	Facing Point
HE	Head End Only
HP	Hold Point
HIWI	Clearance Detector
IND	Industry Track
OTMT	Other Than Main Track
(P)	Passenger Station
PAS	Power Assisted Switch
PM	Passenger Main
RCS	Remote Control Switch
RRX	Railroad Crossing at Grade
SDF	Slide Detector Fence
SDS	Slide Detector Signal
SG	Single
SR	Self Restoring Power Operated Switch
ss	Spring Switch
STG	Storage
SSDG	Signaled Siding
TO	Turnout
WID	Wheel Impact Detector
XOVER	Crossover
YD	Yard

## D. ROAD CROSSINGS

### Crossing Types:

FQ – Four Quadrant Gates  
 LO – Location  
 PB – Public Crossing  
 PC – Private Crossing  
 PD – Pedestrian Crossing  
 PS – Passenger Station

### Types of Activation:

C – Conventional Track Circuits  
 M – Motion Sensor  
 P – Speed Predictor

## E. DEFECT AND CLEARANCE DETECTORS

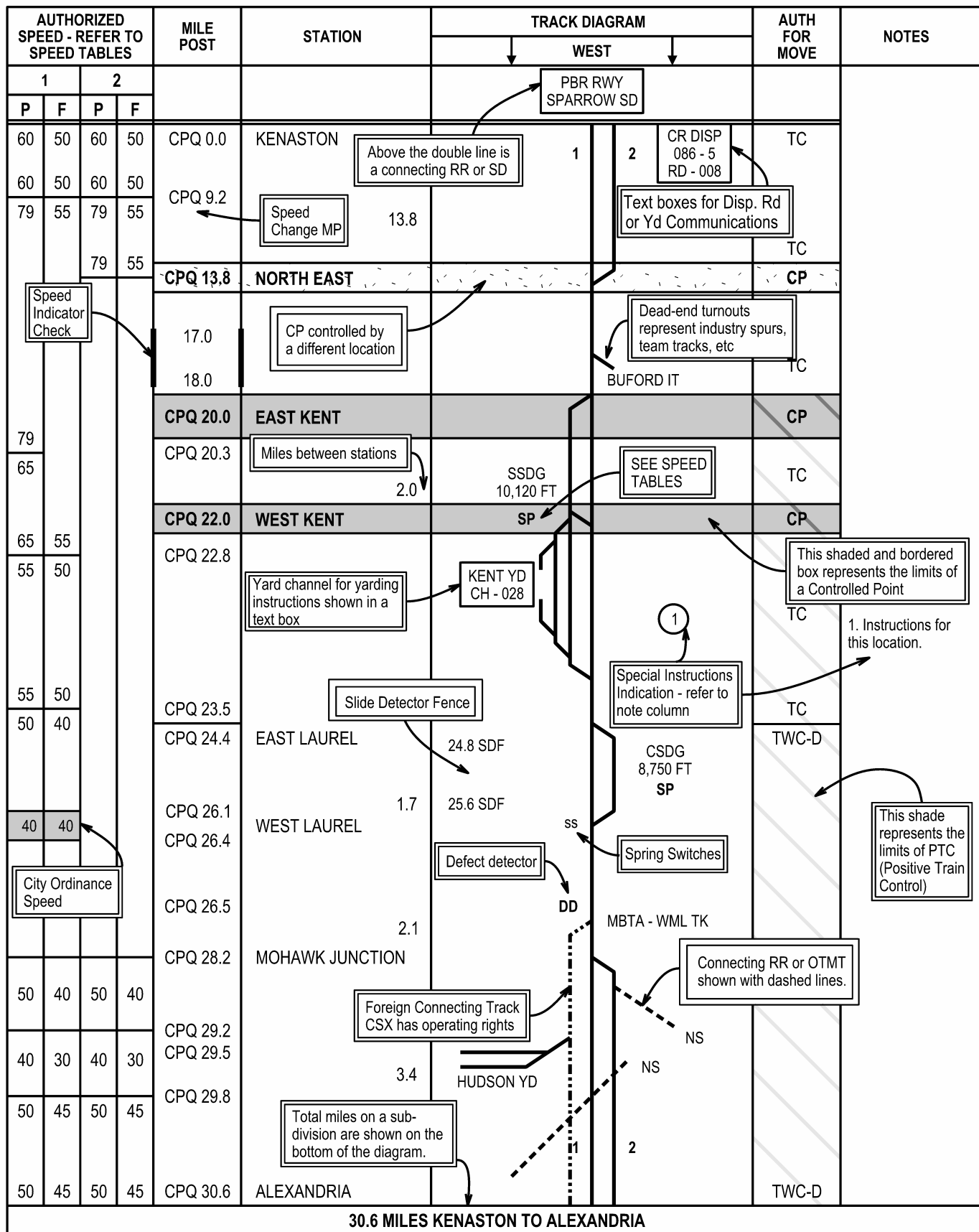
ABD - Acoustic Bearing Detector  
 DED – Dragging Equipment Detector  
 HBD – Hot Box Detector  
 HIWI – High or Wide Clearance Detector  
 HWD - Hot Wheel Detector  
 OGD - Optical Geometry Detector  
 WPD - Wheel Profile Detector  
 WTD - Wheel Temperature Detector

## F. COMMUNICATIONS TEXT BOXES

Communications text boxes show Dispatcher, Operator, Yardmaster or other station. AAR channel, call-in tone and where used, the number of "clicks" to call the station. If there is a separate road channel it will be shown as "RD-".

CM DISP
094-7
RD - 008

# LEGEND - SAMPLE SUBDIVISION - SS



# Notes

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# RICHMOND TERMINAL SUBDIVISION - RM

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM				AUTH FOR MOVE	NOTES	
4		3		2				1		SOUTH				
P	F	P	F	P	F									
40	40	40	40	40	40	25	CFP 5.0	0.2	4	3	2	FB DISP 094 - 7 RD 032	CP	
							<b>CFP 4.8</b>	<b>GREENDALE</b>						
							CFP 4.6	AMTRAK STATION (P)	SP 5			1 ADV	TC	
							<b>CFP 4.4</b>	<b>HILLIARD HOLDOUT</b>					CP	
							CFP 4.0	0.6	4	3	2	1 ADV	TC	
40	40	40	40	40	40		<b>CFP 3.8</b>	<b>NORTH ACCA</b>					CP	
							CFP 3.6						CP	
									PM	4	3		TC	
								1.9				NORTH YD 1 2 3 4	TC	
							<b>CFP 1.9</b>	<b>AY</b>	BRYAN PARK	4	3	1	CP	
							CFP 1.8						CP	
							CFP 1.7= ARN 3.8					LEAD	CP	
							CFP 1.6						TC	
									PM	4	3	2	TC	
							ARN 3.3	WEST AY					CP	
								0.6					TC	
							CFP 1.4		NORTH END SD				CP	
							<b>CFP 1.3</b>	<b>SOUTH AY</b>					CP	
									SP				TC	
							CFP 1.0 = SRN 4.0	0.8					TC	
							SRN 3.5						TC	
												BELLWOOD SD		
<b>3.4 MILES CFP 5.0 TO NORTH END SD</b> <b>4.5 MILES CFP 5.0 TO BELLWOOD SD</b>														

# RICHMOND TERMINAL SUBDIVISION - RM ARN MILEPOSTS

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
PM		4		3				SOUTH			
P	F	P	F	P	F						
									TC		
40	35	40	35	25	25	CFP 1.7 = ARN 3.8  CFP 1.6	AY		CP		
				25	25				TC		
40	35	40	35			ARN 3.5 ARN 3.3	WEST AY		CP		
									TC		
						CFP 1.3	SOUTH AY		CP		
						CFP 1.0 = SRN 4.0  SRN 3.5			TC		
0.5 MILES ARN 3.8 TO ARN 3.3											



# RICHMOND TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- RICHMOND TERMINAL

Trk	MP/Location	P	F
Mains	CFP 5.0 - 3.6	40	40
1	CFP 4.8 - 4.0	25	25
Both	CFP 3.6 - 1.7	40	40
1	CFP 1.9 - 1.3	25	25
2	CFP 1.8 - 1.4		
3	CFP 1.7 - 1.6	40	40
SG	CFP 1.7 - 1.3	25	25
SG	CFP 1.3 - 1.0		
SG	SRN 4.0 - 3.5		

### AUTHORIZED SPEEDS -- ARN MILEPOSTS

Trk	MP/Location	P	F
3	ARN 3.8 - 3.5	25	25
4	ARN 3.8 - 3.3	40	35

**CFP 5.0 – 3.6** –Track type MAINS refers to Tracks 2, 3 and 4.

### ADDITIONAL SPEEDS (SP) -- RICHMOND TERMINAL

Location	Track Type	P	F
CFP 4.8 - 4.6	5	10	10
CFP 3.6 - 1.7	PM	40	40
CFP 1.3 - 1.5	WYE	10	10

### ADDITIONAL SPEEDS (SP) -- ARN MILEPOSTS

Location	Track Type	P	F
ARN 3.8 - 3.3	PM	40	35

## 110.4 TRAINS AND ON-TRACK EQUIPMENT

### POSITION OF CREW MEMBERS

Conductors and conductor pilots may ride the 2<sup>nd</sup> unit for instructional purposes when insufficient seating is available on the lead unit.

### 309.1 PROTECTING PASSENGER TRAIN STATION STOPS

Amtrak trains operating on Main Track 4 or 5 at Greendale Amtrak Station must not pass any passenger train working the station unless protection for passengers crossing the tracks has been provided by Amtrak employees.

### 309.2 PROTECTING PASSENGER TRAIN STATION STOPS

Amtrak trains operating on main tracks at Greendale Amtrak station are not required to stop before arriving at the station if appropriate protection is afforded for passengers crossing the tracks by Amtrak employees when necessary.

## 401 OPERATING SWITCHES AND DERAILS BY HAND POWER ASSISTED SWITCHES (PAS)

### ACCA Yard

Hydraulic Pump Type Switches 'HPT' have been installed at ACCA Yard. The switches are Power Assisted Switches "PAS" that can be operated by the DTMF code or by depressing the push button on the switch stand. The PAS can also be lined by hand using the hand pump.

Crew member must enter on Radio Channel 060 the proper DTMF sequence or the desired switch position as follows:

A. Lining the switch points to the normal position (Switch Normal Command); Switch Normal Command ensures the switch remains in the normal position ; #0111 will operate the 01 switch to normal position, #0133 will reverse the 01 switch and #0155 Will broadcast the current position of the 01 switch.

B. After entering the proper DTMF sequence, you will receive a confirmation message, repeated once, that the switch is properly lined for requested movement.

Example of confirmation message:  
'One Switch is Normal.'

To Ensure switch is properly lined:

A. DTMF command has been issued to request the switch for the desired position or depress the pushbutton for the desired position of switch in the N/R box,

B. Radio confirmation message has been received that the switch is properly lined for desired movement, and

C. The switch point indicator displays the switch is properly lined for the desired movement as follows:

### Locations and DTMF Codes / PAS Switches

Power Assisted Switches (PAS) are installed at the following locations:

MP	Location	Normal	Reverse	Inquiry
CFP 2.9	ACCA Yard No 1 switch OM2 to N01 on NE	■	■	■
CFP 2.9	ACCA Yard No 2 switch N01 to Lead on NE	■	■	■
CFP 2.9	ACCA Yard No 3 switch North Lead to N02 on NE	■	■	■
CFP 2.9	ACCA Yard No 4 Switch North Lead to N03 on NE	■	■	■
CFP 2.9	ACCA Yard No 5 switch Xover from N01 to OM2 on NE	■	■	■

MP	Location	Normal	Reverse	Inquiry
CFP 2.9	ACCA Yard No 6 switch OM2 to switching Lead on NE	■	■	■
CFP 2.9	ACCA Yard No 7 switch M03 to SE South Yard	■	■	■
CFP 1.7	ACCA Yard No 8 switch Hermitage Lead to No 1 Main (Note)	■	■	■

**Note:** Signal indication is required when going past the number 8 Switch to number 1 Main. The color on the switch indicator does not give you permission to occupy Number 1 Main.

#### Switch Indicator Lights In Service At PAS Locations

Green – Line in Normal Position  
 Yellow – Lined in Reverse Position  
 Red – Track Occupied  
 Flashing Red or Dark – Switch out of correspondence / Stop and check  
 Blue – MOW lock out / Switch will not line under power

#### Lining the PAS By Hand

1. Remove the pump handle from the holder located on the side of the switch machine.
2. Open the hand throw cover and insert the pump handle in the pump cartridge actuating head.
3. Select the direction of point of travel by moving the directional valve lever, sticking through the end of the switch machine, in the direction the points are to move. If the direction of travel is incorrect, reverse the position of the valve lever.
4. Operate the hand throw by moving the pump handle back and forth. It will take approximately 15 strokes to fully throw the switch points. The switch points may move quickly once the throw lever in the switch machine has rotated past center.
5. Operate hand throw lever until the switch points are completely lined to the opposite position and back with the movement of the hand throw lever to ensure the points are controlled by the operation of the hand throw lever. This must be done whether or not the switch points are lined for the desired route.
6. Line the switch for the proper route. The directional valve lever may be left in either position. It has no bearing on the electrical operation of the switch machine.
7. The pump handle must be returned to its location on the side of the switch machine.
8. The train may proceed after visually inspecting the switch to ensure the points fit properly.

#### Blue Flag Protection At PAS Locations

In order to ensure mechanical employees are protected under proper blue flag protection, the following must be adhered to:

1. Line the switch away from track that needs protection by using DTMF code or pushbutton in N/R box on switch stand.
2. Open MOW box on switch stand and toggle switch
3. Ensure blue indicator light illuminated on switch light

indicator (confirmation message "1 Switch Mechanical Lockout")

4. Lock MOW box with blue lock
5. Place blue lock on pump handle box
6. Display blue flags / blue lights in body of track

#### 407.1 LEAVING EQUIPMENT IN THE CLEAR

Yellow ties located at the ends of tracks will designate the clearance point in all yards and terminals. In the absence of a yellow tie, employees must adhere to Rule 407.1.

#### 409 SECUREMENT OF CARS

The following exceptions apply:

MP	Location	Minimum Tested Hand Brakes Required
CFP 5.0 - CFP 1.0	Entire SD	One car = 1; Two cars = 2; Three or more cars = 2 plus a sufficient number to secure the cars where required
SRN 4.0 - SRN 3.5	Entire SD	
ARN 3.8	Entire SD	

#### 500.1 DISPATCHER BULLETINS, DISPATCHER MESSAGES, AND RELEASE FORMS

MP/Location	RR	Remarks
Selma & Raleigh	NS RR	Trains P079 & P091 must be cleared by NS Dispatcher via Omnifax at Richmond (Greendale) before leaving to protect operation between Selma & Raleigh

#### 504.1 GENERAL SIGNAL RULES

MP/Location	Signal Rules
Richmond Term SD	1281-1298

#### 512.2 CAB SIGNAL SYSTEM (CSS) - GENERAL

Boxes designated for copies of completed cab signal departure slips are provided at Bryan Park Crew Room, West AY and Solight.

#### 512.3 CAB SIGNAL SYSTEM (CSS) - GENERAL

Employees required to test cab signals must leave a signed copy of the test results in a cab signal test slip (CSTS) box prior to departing the location where the test was complete.

When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed/transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box prior to the trains departure.

MP	Location	Location of CSTS Box
CFP 1.7	Bryan Park	Crew Room

### 902.1 REMOTE CONTROL ZONES

Yard Name	Zone Name	Description of Zone
ACCA	North Yard Southend (91)	From the clearance point in N20 south, 4,500 Ft up the Switching Lead onto Hermitage Lead short of Blvd Bridge. Includes all Class Trk Switches from Trks OM2 - N20 including Smoak
	North Yard Northend (93)	From the clearance point N20 north 4,500 Ft onto the Switching Lead & Four North Lead ending at clearance point of North Four. Includes all Class Trk Switches from the clearance points of Trks N4 - N20
	South Yard Northend (92)	From the clearance point of S11 onto the switching lead north 272' short of the switch point 02M/03M. Includes all Class Trk Switches from the clearance point of Trks S11 - S0, 03M & 04M

Sign and radio channel information for defined Remote Control Zones:

Yard	Zone	Sign Locations	Sign Display	Radio Channel
ACCA	North Yard Southend (91)	At the clearance point in N20 & at Blvd Bridge	Cont	█
	North Yard Northend (93)	At the clearance point in N20 & N4 Lead Clearance point		
	South Yard Northend (92)	At the 02M/03M switch point due to potential close clearance		

Switches requiring locks:

Yard	Zone	Switch
ACCA	North Yard Southend (91)	M Lead, NY Switch, SE Smoak Trk, 02M Access, NE Smoak Trk, NE Cab Trk, NE Y14, & NE Ramp Switch, SE Y13/Y14
	North Yard Northend (93)	NE Transflo Switch

### 902.5 INSTRUCTIONS FOR TRAINS, ENGINES, AND ON-TRACK EQUIPMENT

Movements arriving at locations where RCZ's are in effect will not proceed without contacting the ACCA Yardmaster to determine which RCZ's are activated.

### 903 POSITIVE STOP PROTECTION

Positive Stop Protection is in effect as follows:

Yard	Zone	Track
ACCA	North End of the North Yard & North End of the South Yard	North end of the North Yard Switching Lead & the north end of the South Yard Switching Lead

### 1003.6 GENERAL RADIO RULES

MP	Location	Hours	Channels Assigned	Type Station
CFP 4.0	ACCA /N Yard	Cont	█	Terminal
	ACCA /S Yard			
	Transflo			
	█			
			7	Wayside

**Note:** All road trains will monitor Channel 032.

When radio communication between crew members of a train are required, specifically those directing the locomotive operator in the shoving, yarding, spotting, picking up, setting out, etc. of equipment at a location, the road channel (RD) will be used.

### 1007.1 TRANSMITTING BY RADIO

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio-call-in:

A. Locomotive Radios-Select the "touch-tone" function for the keypad, by depressing the button labeled "DTMF". Key-in the appropriate 3-digit DTMF code for the closest dispatcher radio base station, as indicated in the current timetable.

B. Mobile radios-equipped with "touch-tone" microphones, - Key-in the appropriate 1-digit DTMF address code for the closest dispatcher radio base station, as indicated in the current timetable.

2. Within ten seconds after a call in has been performed; an answer back tone will be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

### 1010 EMERGENCY TRANSMISSIONS

When an emergency arises as defined in Rule 1010, the following procedure will be used to initiate an emergency Call-in to the train dispatcher.

1. Select the appropriate train dispatcher channel, and when using:

A. Locomotive VHF radios – Select the "touch-tone" function for the keypad by depressing the button labeled "DTMF". Key-In the emergency code – DTMF digit 9.

B. Mobile radios equipped with TOUCH-TONE Microphones, - Key-In the emergency code – DTMF digit 9. An answer-back tone is provided; however, the train crew is not required

to wait for the confirmation tone, but the crew may immediately begin transmitting the emergency message after determining the channel is clear.

2. Answer-back tone: Disregard.

3. During the next 40 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Rule 1010, identifying:

- A. Transmitting until (train identification or title and name),
- B. Precise location,
- C. Specific train dispatcher console (several may be coded in), and
- D. Nature of the emergency

4. When call-in code 9-1-1 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the Call-in.

**2. INSTRUCTIONS RELATING TO SAFETY RULES**

**2000 SAFETY RESPONSIBILITIES**

When first boarding locomotives and prior to movement, crew members must ascertain that the operating cab is in proper condition for their use. The following items must be checked to ensure they are in such condition that will permit safe use while on the locomotive:

1. If for any reason you smell fumes, etc. on the locomotive, get off the locomotive immediately, then notify the proper authority (yardmaster or dispatcher). Do not re-enter / re-board the locomotive.

2. Caution must be exercised when slippery conditions exist, such as, rain, snow or mud. The floor area should be free from slip, trip and fall hazards. After dark, a light should be used when first entering the cab area.

3. All radio, HTD and other such panels should be checked to ensure they are properly latched and secured to prevent them from opening during the trip.

4. Sidewall heaters should be checked and any plastic bottles, trash, etc. must be removed from these devices.

Should any of the above inspection items need correction by other than the crew, the yardmaster or dispatcher will be notified and corrections made prior to departure.

**2002.2 JOB BRIEFING**

All crews performing a crew change on 4 Main will contact the ACCA Yardmasters before fouling tracks to determine train movements through the terminal.

**3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS**

**HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:**

MP	Instruction
ARN 3.3 - ARN 3.8	In Effect - All Tracks
CFP 1.0 - CFP 5.0	
SRN 3.5 - SRN 4.0	

**LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA.**

Any train identified as restricted to 40 MPH within the limits of a High Threat Urban Area when required by train documents or rule must not exceed 40 MPH at these locations.

From MP	From [TYPE]	To MP	To [TYPE]
NONE	NONE	NONE	NONE

**4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES**

**4000 EQUIPMENT HANDLING GENERAL RULES**

**HANDLING ROTARY COUPLER EQUIPPED CARS**

Rotary cars may be coupled together at the rotary coupler ends with the exception of trains destined to the following:  
 Bostwick, FL – Seminole Electric  
 Cross, SC – Santee Cooper  
 Harriet, NY – NRG  
 Monroe, MI – Detroit Edison  
 Somerset, NY – AES Somerset LLC  
 Trenton, MI – Detroit Edison

Trains for these destinations must have all rotary coupler ends headed in the same direction not coupled together.

**4406 HANDLING A COAL OR BALLAST TRAIN THAT IS EQUIPPED WITH AN AIR DUMP SYSTEM**

**Rapid Discharge Air Dump Systems**

Unit coal trains equipped with an air dump system for automatic unloading must be operated from the unloading location with the locomotive main reservoir end cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the system to become void of air and therefore eliminate any possibility of these cars dumping enroute. Upon arrival at the location to begin charging the dumping system, the locomotive-to-auxiliary hose must be reapplied and the end cock on the locomotive opened to permit recharging the system for unloading.

At the loading facility where these trains have been loaded, they must be inspected to determine:

- 1) The locomotive-to-auxiliary train line has been removed, and;
- 2) All hoses are coupled and angle cocks properly positioned. If for any reason it becomes necessary to charge the rapid discharge dumping system extreme caution must be used.
- 3) If these cars are uncoupled and then recoupled at any time, the auxiliary dump hoses must be reconnected.

**4551 MOVING LARGE ENGINEERING EQUIPMENT**

When Ditcher Spreader Car is plowing snow, it Must Not:  
 - Have short hood of locomotive against ditcher spreader.  
 - Be shoved by a locomotive consist exceeding two units.  
 - Handle more than 5 cars, including ditcher spreader and caboose.  
 - Exceed track speed and will be governed by instructions of

supervisor accompanying the movement as to further speed reductions.

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

### 5502 TRACTIVE EFFORT

A maximum of 18 powered axles may be used in a helper consist when shoving solid loaded Unit Trains between the following locations:

CFP 3.6 - 1.0  
SRN 4.0 - 3.5  
ARN 3.6 - 3.3

### 5556 SWITCHING

#### Richmond, VA – (AACA)

When switching cars, the following tonnage/car counts must be adhered to. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single & Two or More Locomotives	30 Cars- Above	5
	2,500 Tons - Above	5

Tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At location where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

### 5604 OPERATING A HELPER EQUIPPED TRAIN

Freight trains containing intermodal or automobile rack cars may be assisted with helper engines attached to the rear of the train provided the helper engines have only one (1) locomotive under power. If the locomotive is an AC locomotive, make certain the locomotive's output is limited to 100 kilo pounds.

### 5708.3 DISTRIBUTED POWER OPERATING INSTRUCTIONS AND RESTRICTIONS

DP remote consist(s) not in unit train service must be placed no closer than mid train between the head end locomotive consist and the rear of the train. DP remote consist(s) in unit train service can be doubled together the way the two unit trains came in and are not restricted to the mid train restriction.

Example: A manifest train consisting of 200 cars must not have a DP remote consist any closer than the 101 position in the train. A unit train carrying grain on the head end of 80 cars and 110 car coal train the DP power can be on the head end of the coal behind the grain train.

TRAIN TYPE	MAXIMUM LENGTH ALLOWED EXCLUDING LOCOMOTIVE
Manifest or bulk commodity trains operating with a single DP remote consist, cut in or on rear of train	9,000 feet between lead consist & remote DP consist
Solid intermodal train operating with a single DP remote consist, cut in or on rear of train	10,000 feet between lead consist & with DP consist
Any train with 2 DP remote consist	8,000 feet between each consist

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. CLOSE CLEARANCE

MP	Location	Remarks
CFP 4.8	Taylor and Sledd	All
CFP 4.8	Lydall, Inc	
CFP 4.8	Quebecor Printing	
CFP 3.4	Blue Linx	
CFP 2.0	Bryan Park Locomotive Facility	

Employees are not permitted to ride the side of equipment at the following locations.

MP	Location	Remarks
CFP 3.4	North end of South Yard	S01 through S04 on the west side
CFP 1.7	South end of the North Yard	Y14 on west side

## 8. MISCELLANEOUS

### EXCEPTED TRACK

MP	Location	Track
CFP 4.7	Virginia Bldrs	Lead and All Area Trks
CFP 3.4	Georgia Pacific Leads	Entire Trk
CFP 3.3	William Byrd Press	
CFP 1.7	Bryan Park Terminal	Lead Trk
CFP 1.7	Coal Wharf	
CFP 1.7	Bryan Park Ind Trks	All Trks

### GENERAL MISCELLANEOUS

1. Crews reporting for duty must immediately check printers for Dispatcher Bulletins and Work Order. If these items are not available upon reporting, the yardmaster should be immediately notified by phoning 7622. Should the yardmaster not be available, notify the trainmaster at 7624.
2. Crews spotting the Car Shop from AY must have train line air on all cars. If this is not possible, contact the yardmaster for instructions.
3. Equipment in excess of 16 feet 10 inches should not be operated under the Boulevard Bridge on Hermitage Lead at SRN 3.9.

**4. Bryan Park Terminal** – A member of the crew on all outbound movements must communicate with:

- a. The ACCA Yardmaster and provide: Engine numbers and if turned; Locomotive destination
- b. Shop Foreman on Channel 050 to have derails removed
- c. Yardmaster for permission to foul the switching lead

If communication cannot be established with the particular yard crew affected, notify the yardmaster.

**5. ACCA North Yard** – All crews entering the North Yard must notify the working yard crews on Channel 060 prior to fouling that switching lead. If communication cannot be established with the yard crew, notify the yardmaster.

**6. ACCA North Yard** – During switching operations, no more than two cars will be dropped and/or kicked at one time into tracks N04 through N10 on the north end of the North Yard.

**7. ACCA South Yard** – All crews inbound to the switching lead at the north end of the South Yard must contact the yard crews on Channel 060 prior to fouling the switching lead.

**Richmond, VA – AMTRAK Station**

1. All trains operating on No 4 Track between CFP 4.0 and CFP 5.0 need to do so with the bell ringing while sounding the horn frequently account AMTRAK servicing crews working on No 3 Track

**9. HIGHWAY ROAD CROSSINGS**

**NONE**

**10. TERMINAL INSTRUCTIONS**

**NONE**

**11. LOADED UNIT CRUDE OIL TRAINS**

**NONE**

**12. POSITIVE TRAIN CONTROL**

Trains that have a PTC equipped locomotive should initialize and run with Positive Train Control on all controlled tracks within the specified limits as outlined in the table below.

<b>MP</b>	<b>Instructions</b>
SRN 3.5 - SRN 4.0	PTC IN EFFECT - ALL CONTROLLED TRACKS
CFP 1.0 - CFP 5.0	
ARN 3.3 - ARN 3.8	

**GENERAL INSTRUCTIONS**

All re-crews and road switchers taking charge of trains in PTC territory must contact the Train Dispatcher before initializing PTC.

## SPEED TABLE

Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour
Min.	Sec		Min.	Sec		Min.	Sec	
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			