

WHITETHORNE DISTRICT

West End South Yard to Narrows

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ROANOKE DISPATCHER..... ②	
		V 245.2	WEST END SOUTH YARD ③	
		V 246.8	BELT LINE..... ③	
			NEW RIVER DISPATCHER ⑤① ①	
		V 250.9/ SX 1.7	SALEM CONNECTION ③	
		V 253.3/ N 267.2	VN..... ③	
		V 256.7	HBD-DED (<i>Wabun</i>)	
	SS 9292 	V 259.8	RIVERSIDE..... ③	
		V 261.7	KUMIS ③	
		V 264.3/ BS 0.0	BRADSHAW ③	
		V 266.6	SSD-WILD-Impact Detector (<i>Ironto</i>)	
	SS 9169 	V 268.7	FAGG..... ③	
		V 270.6	NORTH FORK..... ③	
		V 276.3	HBD-DED (<i>Yellow Sulphur</i>)	
		V 279.1	SHELBY ③	
	SS 10305 	V 287.7	WHITETHORNE ③	
		V 289.6	VPI FARM..... ③	
		V 292.4	MCCOY..... ③	
		V 293.4	HBD-DED (<i>Norris Run</i>)	
		V 298.5	EGGLESTON ③	
	V 304.1	Pembroke		

WHITETHORNE DISTRICT

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WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			NEW RIVER DISPATCHER 551 1	
		V 308.3/ N 324.5	NORCROSS	(CP)
		V 309.2/ PV 1.1	POTTS VALLEY BRANCH	
		V 312.0	HBD-DED (<i>Davis</i>)	
		V 313.8	CELCO	(CP)
		V 315.6	SCALE TRACK	(CP)
		V 316.1		
	V 316.8/ N 332.8	NARROWS	(CP)	

1. RULES IN EFFECT

Between	Main 1 Track
	Rules
West End South Yard and Narrows	261 (Note)

NOTE: Eastward trains and engines, when receiving approach indication on the automatic signal at MP V 304.2, are to arrange to stop their train short of the automatic signal at MP V 300.8, regardless of indication and not depart this location, except on a clear signal, or on authority of the New River Dispatcher.

WHITETHORNE DISTRICT West End South Yard to Narrows

2. MAXIMUM SPEEDS

Between	Frt. MPH
MP V 245.2, West End South Yard and MP V 246.7, Belt Line	15
MP V 246.7, Belt Line and MP V 248.2	30
MP V 248.2 and MP V 270.6	40
Except:	
MP V 250.9, Through Turnout and Salem Connection Track	35
MP V 253.3, Through Turnout and VN Connection Track	35
MP V 255.6 to MP V 258.0, Curve	35
MP V 259.8, Riverside to MP V 261.7, Kumis, Through Turnouts and Siding	25
MP V 264.3, Bradshaw Spur, Through Turnout	25
MP V 268.7, Fagg to MP V 270.6, North Fork, Through Turnouts and Siding	10
MP V 270.6 and MP V 272.0	35
MP V 272.0 and MP V 278.0	30
MP V 278.0 and MP V 316.7	35
Except:	
MP V 282.6 to MP V 283.4, Curves	25
MP V 287.7, Whitethorne to MP V 289.6, VPI Farm, Through Turnouts and Siding	25
MP V 298.1 to MP V 298.6, Curves	30
MP V 299.7 to MP V 301.2, Curve	30
MP V 302.9 to MP V 303.7, Curve	30
MP V 308.3 to MP V 309.1, Curve	30
MP V 308.3 to Potts Valley Connection Track, Through Turnout	10
MP V 309.2, Potts Valley Branch, Through Turnout	10
MP V 313.8, Celco to MP V 315.7, Through Turnouts and Siding	25
MP V 315.8 to MP V 316.1, Through Turnouts and Scale Track	10
MP V 316.8, Narrows to Whitethorne District Connection Track, Through Turnout	35

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP V 254.0 to MP V 255.0
MP V 281.0 to MP V 282.0

EASTWARD

MP V 255.0 to MP V 254.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Roanoke to Whitethorne	1350	1800	2150	2655	2950	3480
Eastward						
Bluefield to Whitethorne	3300	4400	5250	6525	7250	8550
Whitethorne to South Roanoke	2900	3850	4650	5760	6400	7550

WHITETHORNE DISTRICT
West End South Yard to Narrows

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
West End South Roanoke Yard and Narrows	291,000	432,000	315,000	394,500

B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Roanoke and Whitethorne is:

- Westward — 6,200
- Eastward — 5,100

6. SWITCHES AND DERAILS

MAIN LINE SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

- MP V 248.8 — Salem, VA, Pitzer
- MP V 250.8 — Salem, VA, Graham-White Track
- MP V 251.3 — Salem, VA, Timber Truss Co.
- MP V 255.0 — Glenvar, VA, Koppers Co. Siding
- MP V 255.5 — Blue Ridge Beverage
- MP V 265.9 — Ironto, VA, Main Track Switch
- MP V 276.2 — Yellow Sulphur, VA, Main Track Switch
- MP V 292.5 — McCoy, VA, Storage Track
- MP V 302.2 — Pembroke, VA, House Track

WHITETHORNE DISTRICT West End South Yard to Narrows

7. COMMUNICATION INFORMATION

Dispatcher/Operator	Base Station	Channel	Hours
Roanoke Dispatcher	Roanoke	NW-2	Continuous

8. DETECTOR INSTRUCTIONS

Location	MP	Direction Activated	Type Detector	Radio Acknowledgement Point
Wabun	V 256.7 V 266.6	BOTH	HBD-DED- SSD-HWD	MP V 260.0-WW Trains MP V 254.0-EW Trains
Yellow Sulphur	V 276.3	BOTH	HBD-DED	MP V 279.0-WW Trains MP V 273.0-EW Trains
Norris Run	V 293.4	BOTH	HBD-DED	MP V 296.0-WW Trains MP V 290.0-EW Trains
Davis	V 312.0	BOTH	HBD-DED	MP V 315.0-WW Trains MP V 309.0-EW Trains

9. DISTRICT INSTRUCTIONS

A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

None.

B. SPECIAL INSTRUCTIONS

1. Corporate Limits of Salem, VA

Except in case of emergency or when necessary to transmit signals, use of engine whistle or horn, within Corporate limits of Salem, VA, is prohibited by ordinance.

2. Celco Scale Track

The eastward home signal at the west end of Celco Scale Track, MP V 316.1, and aspect displayed by this signal govern movement over and through the dual-control switches at each end of Celco Scale track and also govern movement over and through the dual-control switch at the west end of Celco Siding.

Eastward signals 3350A and 3350B, MP N 335.2, are equipped with a lunar indicator light. When an Approach Diverging Aspect (**Rule 282**) is displayed on either of these signals, be governed as follows:

- (a) If lunar light is NOT ILLUMINATED, proceed prepared to enter Celco Scale track if route is lined for the Whitethorne District. If switch at west end of Celco Scale track is lined for Main Track, proceed prepared to enter Celco Siding.
- (b) If lunar light is ILLUMINATED, proceed on signal indication (route is not lined for Celco Scale Track or Celco Siding).

NOTE: When aspect other than Approach Diverging (**Rule 282**) is displayed on signal 3350A or 3350B, lunar light indicator is to be disregarded. Eastward movements receiving Diverging Approach Diverging aspect (**Rule 283(b)**) at Narrows, must proceed prepared to enter Celco Scale track, if route is lined for Whitethorne District. If switch at west end of Celco Scale track is lined for Main Track, proceed prepared to enter Celco Siding.

When eastward trains depart Celco Scale track, movement must proceed expecting to find dual-control switch at west end of Celco Siding lined for Main Track or siding.

WHITETHORNE DISTRICT

West End South Yard to Narrows

9. DISTRICT INSTRUCTIONS (CONT.)

B. SPECIAL INSTRUCTIONS (CONT.)

2. Celco Scale Track (CONT.)

When departing Celco Scale track, Engineers will observe HOT device to determine that no part of train is left on scale track. Under no circumstances will unattended equipment be left on Celco Scale track.

When authorized by the Train Dispatcher/Control Operator, a crew member will operate reset device located on west side of west signal house, Celco Scale track.

Trains can be weighed between 1/2 MPH and 7 MPH, the most desired speed is 6 MPH.

Two (2) Yellow indicator lights, mounted back-to-back, are on a metal pole located on top of Scale House at MP V 316.0. When Yellow indicators are illuminated, proceed for weighing. When indicator lights are not illuminated, stop and contact Train Dispatcher/Control Operator for instructions.

Engineers will periodically monitor radio channel two (2) for intermittent audible tone which will alert Engineer that speed must be reduced. When audible tone is constant, cars are not being weighed and Train Dispatcher/Control Operator must be contacted promptly concerning possible necessity of reweighing entire train.

3. Koppers Industries

NS Crews switching or handling cars within Koppers Industries, MP V 255.0, must have the air hoses coupled between all cars, the angle cocks properly positioned and air cut into each car.

4. Hoechst Celanese Facility at Celco

Rail employees and truck drivers making deliveries or picking up outbound shipments from the Hoechst Celanese facility at Celco (Narrows, VA), will be required to observe the following:

“Personal Protective Equipment and Safe Apparel Policy”:

Shoes must be worn which completely cover the toes, heels, and sides of the feet. Shoes such as sandals or flip flops are not permitted. When entering any operating area such as the maintenance shop, construction area and while performing work in any field operation the follow must be observed:

- (a) Wear ANSI approved safety glasses;
- (b) Wear ANSI approved safety shoes;
- (c) Wear apparel appropriate to the work place. Shorts, slacks, trousers, dresses, skirts, culottes must extend to or below the knee, but must not touch the floor. No loose or free flowing apparel around rotating equipment. Shirt, blouse, must cover upper body from shoulder to waist. Neckties must be tucked into shirts.
- (d) Jewelry is not to be worn, with the follow exceptions:
 1. A single, smooth wedding band is acceptable;
 2. A tight-fitting wrist watch with a non-continuous band is acceptable.

WHITETHORNE DISTRICT
West End South Yard to Narrows

9. DISTRICT INSTRUCTIONS (CONT.)

B. SPECIAL INSTRUCTIONS (CONT.)

4. Hoechst Celanese Facility at Celco (CONT.)

3. Earrings which do not extend below the earlobe are acceptable.
 4. Necklaces which do not extend beyond the chin when pulled out, are acceptable.
- (d) Jewelry is not to be worn, with the follow exceptions:
1. A single, smooth wedding band is acceptable;
 2. A tight-fitting wrist watch with a non-continuous band is acceptable.
 3. Earrings which do not extend below the earlobe are acceptable.
 4. Necklaces which do not extend beyond the chin when pulled out, are acceptable.
- (e) Conform to personal protective equipment requirements in other areas where other needs exist: Hard hats, hearing protection, for example.



5. Fagg

Road crossing at Fagg must not be blocked. When necessary to stop train which will cause crossings to be blocked for any long length of time, arrangements must be made to promptly cut the crossing.

Rusty Rail Rule 249 is in effect for all movements on the siding between North Fork, MP V 270.6 and Fagg, MP V 268.7.

BRADSHAW SPUR

Bradshaw to Bradshaw Creek Yard

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
			NEW RIVER DISPATCHER 551 1	
		BS 0.0/ V 264.3	BRADSHAW CP	
		BS 4.5	BRADSHAW CREEK YARD	

1. RULES IN EFFECT

Between	Main Track
Bradshaw and Bradshaw Creek Yard	Rules
	171

2. MAXIMUM SPEEDS

Between	Frt.
MP BS 0.0 and MP BS 4.5	MPH
Except:	25
MP BS 0.0, Bradshaw Spur, Through Turnout	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

BRADSHAW SPUR
Bradshaw to Bradshaw Creek Yard

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Bradshaw and Bradshaw Creek Yard	291,000	432,000	315,000	394,500

B. EQUIPMENT RESTRICTIONS

None.

6. SWITCHES AND DERAILS

Split Point Derail MP BS 4.5

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS


None.

9. DISTRICT INSTRUCTIONS

LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

None.

POTTS VALLEY BRANCH PV to Kerns

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
WHN DS 			NEW RIVER DISPATCHER 551 1 PV 1.1/ V 309.2 PV PV 3.0 KIMBALLTON PV 4.5 KERNS	

1. RULES IN EFFECT

Between	Main Track Rules
Norcross and Kerns	171

2. MAXIMUM SPEEDS

Between	Frt. MPH
MP PV 1.1 and MP PV 4.5	10
Except: MP PV 1.1, Potts Valley Branch, Through Turnout	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

**POTTS VALLEY BRANCH
PV to Kerns**

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Norcross and Kerns	291,000	432,000	263,000	300,000

B. EQUIPMENT RESTRICTIONS

Derricks with a capacity greater than 150 tons are not permitted on Potts Valley Branch, west of Bridge 2404, MP PV 4.3.

6. SWITCHES AND DERAILS

Switch located in outlet track at APG Lime Corp., 4,960 feet west of MP PV 3.0, serves as a runaway track and switch must be left lined in reverse position.

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS WHERE GRAVITY SWITCHING (DROPPING) OR FLAT SWITCHING OF CARS IS AUTHORIZED

None.

B. KIMBALLTON, VA

All cars or cuts of cars left at limestone plants at Kimballton, VA, both upper plant (N30) at MP PV 3.0 and the lower plant (N25) at MP PV 4.4 must have 100% hand brakes applied.