



www.scotts-dale-division.net

Norfolk Southern Railway Company

Scotts-dale Division

Norfolk Terminal
Norfolk District
Pocahontas District

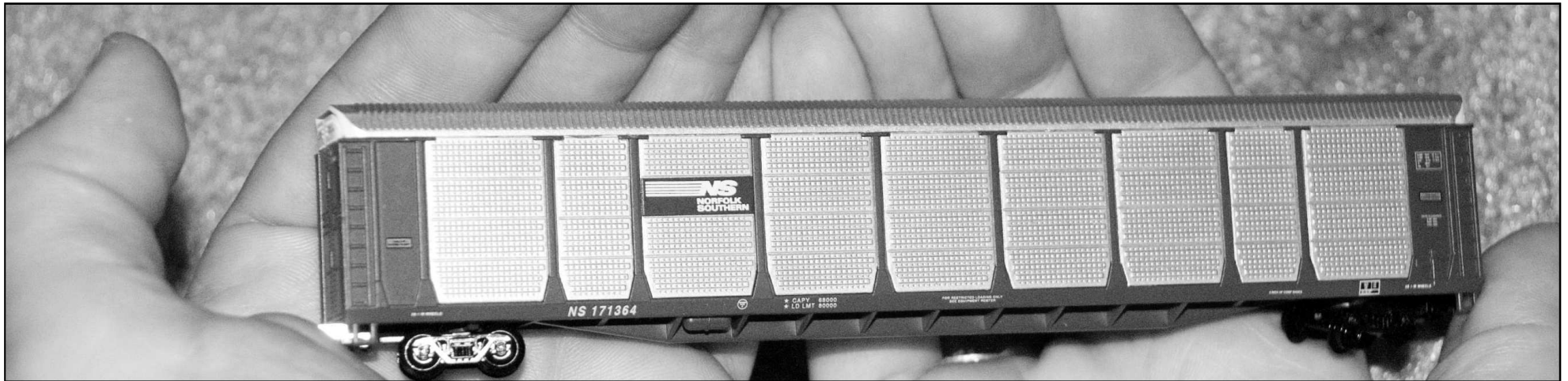
Effective Sunday, March 13, 2005

12:01 A.M. Eastern Standard Time

Timetable Number

3

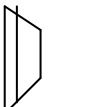
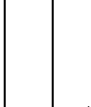

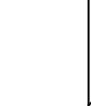
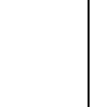
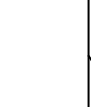

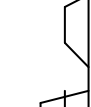
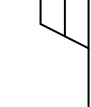
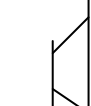




For The Government of Employees Only



IT'S ENTIRELY IN YOUR HANDS

Depending on whether this car reaches its destination safely, with car and its valuable contents in good condition and on time, it's up to **YOU**.

YOU'RE THE EXPERT WHO CAN DO IT!

| MP | East | Stations | Code |
|----|---|--------------------------------|------|
| 85 |  | Lambert's Point | LMP |
| 78 |  | Norfolk International Terminal | NIT |
| 66 |  | Portlock Yard | PLY |
| 56 |  | Bridge #7 | BR7 |
| 47 |  | Gilmerton | GIL |
| 45 |  | Transition | TSN |
| 42 |  | Powhatan | POW |
| 39 |  | Keystone | KYS |
| 34 |  | Eckman | ECK |
| 28 |  | Huger | HUG |
| 21 |  | Scotts-dale | SDD |
| 14 |  | Sprigg | SPG |
| 5 |  | Rawl | RWL |
| 0 |  | Williamson | WSN |

Mainline Route Williamson, WV to Norfolk, VA

Employees whose duties are in any way affected thereby, must have a copy of these instructions on them while on duty.

Scotts-dale Division

SPECIAL INSTRUCTIONS

1. Clocks showing standard time:

Lamberts Point (W. End—Road Crew Reporting Area)
Portlock Yard (Reg. Room)
Roanoke (Road Crew Reporting Area)
Scotts-dale Yard (Yard Office)
Williamson (E. End—Road Crew Reporting Area)

2. Registering of Trains.

Trains registers are located and trains will be registered as follows:

- (a) Coal trains will register at Yard Office at Lamberts Point.
- (b) All other freight trains will register at Yard Office at Portlock Yard.

2-A. Dispatcher's Bulletins

Dispatcher's Bulletins will be issued at Lambert's Point, Portlock, Scotts-dale, Roanoke, Scotts-dale, and Williamson for trains departing those points.

These bulletins will contain current operating instructions, including temporary speed restrictions and other restrictive conditions.

Trains to operate over the Scotts-dale Division must not depart until both the conductor and engineer have received a current Dispatcher's Bulletin which is addressed to their train.

3. Railroad Crossing at Grade and Drawbridges

Railroad Crossing at Grade not shown on Station pages:

(a) CSXT Crossings—Operating Rule 98 applies

(b) Drawbridges:

At drawbridges listed below there is a section of track which is dead in connection with the automatic signal system, and if equipment is left standing on these dead sections it will not affect the automatic signals. The length of these dead section is as follows:

| | |
|------------------|-------------------------------------|
| Bridge No. 7 | |
| Eastbound Track: | West End— 33' 3" East End—33' 7" |
| Westbound Track | West End—33' 3" East End—33' 5" |

When necessary to leave detached equipment standing on these drawbridges, it should be left on either side of the dead section or be protected by flagman and the Bridge Operator notified immediately.

Freight trains handling any loaded cars will avoid prolonged operation in the speed range of 16 to 21 miles per hour. If speed cannot be maintained above 31 MPH, it must be reduced to 15 MPH.

| 4. General Speed Restrictions | Miles per hour |
|---|-------------------|
| Except where a speed of 25 MPH or more is authorized by timetable or by special instructions, speed on siding must not exceed | 10 |
| Trains handling 30 or more open-top cars loaded with mineral freight | 40 |
| EXCEPTION: Restriction does not apply to the handling of loaded 100 ton ballast cars. | |
| Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system | 45 |
| All shoving movements when caboose is on leading end | 25 |
| Derrick car, power shovel, crane, pile driver, Jordan spreader, or similar pivoted or rotating machinery moving on its own wheels, revenue or non-revenue | 35 |
| Scale Test Cars | 30 |
| Snow Plow, when plowing | 25 |
| Loaded open-top hoppers in series shown below | 25 |
| NW 58500-65814 NW 263650-264399 NW 72500-73999 NKP 63650-64399 NW 79500-839999 ACY 6700-7098 NW 87500-87907 | |
| Such cars will not be forwarded in through trains the movement of which will thereby be restricted without permission of the Division Superintendent. | |
| All Steam Locomotives | 40 |
| Any light single diesel unit | 30 |
| Locomotive unit not equipped with a speed indicator, when operated singly or as the controlling unit | 20 |

8. Restricted Use of Tracks

8(a) Tow-axle Scale Test Cars:

- 1 Must move only on authority of Chief Dispatcher
- 2 Must be handled as second car ahead of rear car of train or caboose.
- 3 Must not be coupled to a car exceeding 50 feet in length.
- 4 Must not exceed 30 miles per hour
Must not be humped.

52 It must be known that end doors on enclosed multi-level automobile rack cars are closed and secured before such cars are pulled from ramps, moved in yards or terminals, or

| 4-A. Speed Restricts by District. | Miles per hour |
|---|-------------------|
| Norfolk Terminal and Norfolk District: | |
| Between Lambert's Point and South Norfolk | 25 |
| South Norfolk and Bridge 7 | 40 |
| Bridge 7 and Crewe | 60 |
| Norfolk Terminal: | |
| Sewells Point Branch | 20 |
| Blue Ridge District | 60 |
| Christiansburg District | 60 |
| Pocahontas District | 45 |
| Kenova District | 60 |

placed in a train. This is understood to apply to doors which extend outside the multi-level rack structures at the top, roof, or sides when open.

58 Rolling equipment other than locomotives must not be placed or moved on the diesel servicing tracks unless authorized by the Master Mechanic.

59. Hand operated switcher at the following locations are note equipped with electric lock and trains and engines must not clear on these tracks.

60. Empty automobile rack cars, empty 85-foot long or longer flat cars, and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container, must not have more that the following tonnage trailing them when operated in trains: Westward trains beyond Roanoke—4,000 Tons.

62 In Traffic Control territory when a train or engine is to enter a main track or signaled siding, the switch lock must not be removed from an electrically locked switch or derail without first obtaining permission from the control station.

64. When a bad order tag, Form ME-597 (orange tag), is attached to a trailer or container loaded on a flat car, the flat car will also be considered bad ordered and must not be moved in a train.

66. No existing Cit or Town Ordinance prohibits the use of engine whistle in case of emergency, including, without limitation, warning employees) of approaching movement. Note Timetable Rules 168(q), 131, and 202.

99 Signal Rules—Scotts-dale Division—Rules in Effect: Traffic Control for all mainline beyond yard limits.

100 Yard Limits
(a) Norfolk Terminal from MP N-8.0 East-
ward

Norfolk Terminal

SPECIAL INSTRUCTIONS

105 Restricted Highway and Street Crossings:

(a) A manual key control device located adjacent to the westward main track and just east of Portlock Road Crossing at MP N-5.2, can be used to cause the gates to lower when switching movements are being made over this crossing.

To cause the gates to lower, switch key must be inserted and turned to the right. To raise the gates, switch key must be turned to the left and removed. Gates will remain down when crossing, or crossing approaches are occupied.

Box must be kept locked when control device is not being used.

(b) It shall be unlawful in Chesapeake corporate limits for any railroad company whose line enter the City, when switching, to cause railway cars of any kind to be propelled or pushed across any of the streets of the City or public highways used as streets, detached from engine.

Penalties are provided for violations of the above regulations. Therefore, train and engine crews operating within the corporate limits of Chesapeake will be governed accordingly.

D An indicator which governs rail movements and works in conjunction with the highway traffic signal is located on each side of Route 13 crossing on Atlantic Energy, Inc. Super, Chesapeake, MP N-7.9.

Track circuit limits in approach to the indicators extend 40 feet on the main track side and 30 feet on the plant side.

When this circuit is occupied by an engine or cars for approximately two minutes the indicator light should change from red to green which will indicate the traffic signal is at stop and the movement may proceed over the crossing.

If the indicator continues to display a red light or displays a flashing red light after the circuit has been occupied for two minutes, movement of the crossing must be made under flag protection.

Except when a movement is to be immediately made or is being made over the crossing, the approach circuits on both sides of the crossing must be cleared in order to avoid holding the traffic signal at stop unnecessarily.

106 Norfolk Terminal—General

(a) Hand operate switches of crossovers between yard tracks may be left lined as last used, but in no case is any crossover to be left with one switch lined for straight movement and the

other switch line for crossover movement.

(b) Cars and/or equipment must not be left fouling any adjacent tracks on Norfolk Terminal without permission from the Yardmaster

(d) Trains and engines operating on the following track sections must move at Yard Speed: On NIT Lead, between QM Junction and Hampton Boulevard. Note Operating Rule 93.

Movements on the new Berkley line must be authorized by the control station at Bridge 5.

107 Lamberts Point to Gilmerton

(a) Movements on Station Lead between MP LP-1.2 and Colley Avenue are under the jurisdiction of the General Yardmaster at Lamberts Point.

Operate at Bridge 5 will not authorize eastward movement from Colonial Avenue on this track without permission of the General Yardmaster at Lamberts Point.

(b) Between Colley Avenue and South Norfolk, Norfolk Terminal, trains and engines, may clear the main track through hand-operated switches not equipped with an electric lock, but must not reenter the main track or cross from one main track to the through such switches without first securing permission for the Traffic Control Operate before changing any switches or derails from either normal position.

(e) Lamberts pint Diesel Facility-Inbound Tracks 4 and 5, engine crews must not move locomotives east of STOP signs located 80 feet west of sand tower and adjacent to these tracks.

Power-operated derails and electric blue signals are located on inbound tracks 4 and 5, 362 feet and 270 feet respectively from switch point.

Blue light will be displayed when derails are in derailing position. Amber light will be displayed when derails are in non—derailing position. Absence of a light will have the same meaning as if a blue light were displayed.

Extreme caution must be exercised when entering these tracks, and a crew member will ride lead unit when necessary.

Derails and electric blue signals are controlled by Mechanical Department employees only.

Before a car or cars are dropped from any Barney Yard track towards the duper the employee who is to make the drop must determine that a blue signal is not displayed on the east end of the east car in the rack. When a blue signal is displayed, no car on that track may be coupled to or moved.

Westward movements must not enter the east end of any Barney Yard Track unless au-

thorized by the Yardmaster Coal Piers. Such authority must not be granted until it has been ascertained that the affected track is not under blue signal.

J Overhead and side close clearance exist at the VEPCO Gilmerton Shake Track, MP N-7.1, at the unloading building and east along the heaters. Close Clearance sign are placed.

L It must be determined that hand brakes are completely released before cares are permitted to roll off Pier 6, Barney Yard, or fater they have been spotted over Pier 5, Barney Pit.

M Cars parked on all tracks Pier 6 and Pier 5, Barney Yard, will be left with slack bunched and sufficient hand brakes applied.

Q On-track equipment, including hy-rail vehicles and motor cars, must not occupy the leads to Pier 6 Barney Pits or Pier 5 Barney Pit without permission of the Yardmaster Coal Piers.

In addition to clasp retarders, Dowty retarders are in service on north and south side, Pier 6, Scale Leads. Loaded and empty rail cars may be run over this equipment. Light weight on-track equipment such as vacuum truck or Burro crane, or empty flat cars or box cars for maintenance use, may also be run over the Dowties, but only at a low speed and under close observation to prevent derailment.

R For the purpose of indicating blue signal protection, dwarf signals are located at each end of tracks M-1 through M-4, Empty Yard, Lamberts Point. These signals are located on the north side (railroad direction) of the track that they govern. There is not dwarf signal for the purpose of providing blue signal protection for track M-0.

A yellow light displayed indicates use of track is permitted. A blue light indicates that workmen are on or about cars and Operating Rule 26 applies. The absence of a light will have the same meaning as if a bleu light were displayed.

When a blue light is displayed and use of the track is desired, the yardmaster must be contacted. The yardmaster, in turn , will contact the Mechanical Department who will arrange for removal of the blue signal protection when appropriate.

S Tracks "A" and "B", Portlock Yard, are designated as engine service and car repair tracks and maximum authorized speed is 5 MPH.

U Barney "Mule" activation buttons are installed, one on each side of Pier 5 Barney Pit. When loaded rail car is properly spotted, either

button must promptly be pushed by brakemen who spotted car. Pushing button will allow Barney to be activated and will allow for its safe use.

V When leaving locomotives and/or cars on any track, air brake must not be depended on to secure the equipment. When necessary, sufficient hand brakes must be applied to both ends of draft.

X When the Barney Yard is operation and coal is being run, proper alignment of switches of the scissors Crossover, Pier 6, Barney Yard, is the responsibility of respective north side or south side Barney Yard Conductor. When only one side is run, conductor on duty is responsible to see that both sides of scissors Crossover are properly lined and locked.

Y Running switches are prohibited on Norfolk Terminal.

108 Sewells Point Branch

(a) Trains or engines clearing main track on Sewells Point Branch will not enter main track without permission from the operator at Bridge 5.

Trains or engines will not leave Sewells Point or enter the main track at West Junction or QM Junction without permission from the operator at Bridge 5

(q) SEWELLS POINT BRANCH—NIT LEAD
Movement over Hampton Boulevard crossing must not be made until it is known that traffic light protection is operating to halt movement of vehicles or crossing is protected by an employee. Crossing protection is actuated by turning on/off toggle switch to the on position; on/off switcher are located on both sides of the crossing. When a toggle switch has been thrown, neither toggle switch may be thrown again for at least twenty seconds to ensure proper cycling.

When crossing protection is actuated, no crossing protected by employee, whistle signal or bell will not be sounded when approaching crossing or passing over crossing, Crew members must ensure that automatic gate has opened to NITE before locomotive or cars foul Hampton Boulevard.

Private crossing within the Norfolk International terminals (NIT) complex should be protected by flagman as necessary. Whistle Signal or bell will not be sounded when approaching these private crossings or when going over them.

Use of whistle or bell over Hampton Boulevard at NIT and in the NIT complex should be restricted to emergency use only to prevent acci-

dents.

Rules 14(1) and 30, Norfolk Sothern Operating Rules , are thus superseded at this location only.

NORFOLK DISTRICT

129. When the eastward signal At Yadkin, MP 10.6, or the eastward signal at Wellon Street, Suffolk MP 23.3 displays a Stop indication, a train or engine governed by that signal must not proceed without permission for the operator at Bridge 7.

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**SCOTTS-DALE DIVISION
Tonnage Ratings
Per Locomotive Unit
Westbound**

| From/ To | Units | Time | | | Slow Emp- ties | |
|--------------------------------|---------|-------------|--------------|---------------|-------------------|--------------|
| | | Nor- mal | Maxi- mum | Slow Loads | Nor- mal | Maxi- mum |
| Norfolk District | | | | | | |
| Norfolk | 4-axle | 1400 | 2600 | 3000 | 1800 | 2400 |
| Crewe | 6-axle | 2333 | 4333 | 5000 | 3000 | 4000 |
| | Hi-adh. | 2800 | 5200 | 6000 | 3600 | 4800 |
| Blue Ridge District | | | | | | |
| Crew | 4-axle | 1100 | 1300 | 1400 | 1350 | 1800 |
| Roanoke | 6-axle | 1833 | 2167 | 2333 | 2250 | 3000 |
| | Hi-adh. | 2200 | 2600 | 3000 | 2700 | 3600 |
| Christiansburg District | | | | | | |
| Roanoke | 4-axle | | | | | |
| Bluefield | 6-axle | | | | | |
| | Hi-adh. | | | | | |
| Pocahontas District | | | | | | |
| Bluefield | | | | | | |
| lager | | | | | | |
| Kenova District | | | | | | |
| Williamson | 4-axle | | | | | |
| Portsmouth | 6-axle | | | | | |
| | Hi-adh. | | | | | |

**SCOTTS-DALE DIVISION
Tonnage Ratings
Per Locomotive Unit
Eastbound**

Time

| From/ To | Units | Nor- mal | Maxi- mum | Slow Loads |
|--------------------------------|---------|-------------|--------------|---------------|
| Norfolk District | | | | |
| Crewe | 4-axle | 2400 | 3600 | 7500 |
| Norfolk | 6-axle | 4000 | 6000 | 12500 |
| | Hi-adh. | 4800 | 7200 | 15000 |
| Blue Ridge District | | | | |
| Roanoke | 4-axle | 1700 | 1700 | 1700 |
| Crew | 6-axle | 2833 | 2833 | 2833 |
| | Hi-adh. | 3400 | 3400 | 3400 |
| Christiansburg District | | | | |
| Bluefield | 4-axle | | | |
| Roanoke | 6-axle | | | |
| | Hi-adh. | | | |
| Pocahontas District | | | | |
| laeger | | | | |
| Bluefield | | | | |
| Kenova District | | | | |
| Portsmouth | 4-axle | | | |
| Williamson | 6-axle | | | |
| | Hi-adh. | | | |

