

*The signals you encounter in Roanoke Terminal depends on how you are routed through the terminal. You may not encounter all the signals listed here. (Revised 2004/12/01.)

HURT-ROANOKE	WESTBOUND	ROANOKE-HURT	EASTBOUND
HURT	197.3	24TH STREET	N-259.8
HURT CONNECTION	V-200.3	16TH STREET	N-259.1
	V-202.7 (Intermediate Signal)	PARK STREET	N-258.05
<i>Leesville</i>	V-206.9 (Intermediate Signal)	5TH STREET	N-258.05
AMOS BRANCH	V-209.9	COMMERCE	N-
HUDDLESTON	V-211.6	HENRY	N-
TSA -Defect Detector	V-214.6	NORTH JEFFERSON	N-
<i>Goose Creek</i>	V-214.7 (Intermediate Signal)	EAST LEG OF THE WYE	N-
<i>Stone Mountain</i>	V-218.1 (Intermediate Signal)	8 ½ STREET	N-257.1
<i>Moneta</i>	V-220.3 (Intermediate Signal)	FURNACE CROSSING	N-256.3
<i>Meador</i>	V-224.3 (Intermediate Signal)	TINKER CREEK	N-256.1
BOARD MOUNTAIN	V-226.3	**END ROANOKE	TERMINAL SIGNALS* *
GOODVIEW	V-228.1	DEMUTH	V-239.9
TSA -Defect Detector	V-229.7	<i>Niagra</i>	V-237.8 (Intermediate Signal)
<i>Stewartsville</i>	V-231.9 (Intermediate Signal)	<i>Hardy</i>	V-234.6 (Intermediate Signal)
<i>Hardy</i>	V-234.7 (Intermediate Signal)	<i>Stewartsville</i>	V-231.8 (Intermediate Signal)
<i>Niagra</i>	V-237.9 (Intermediate Signal)	TSA -Defect Detector	V-229.7
DEMUTH	V-239.9	GOODVIEW	V-228.1
BEGIN ROANOKE	TERMINAL SIGNALS	BOARD MOUNTAIN	V-226.3
TINKER CREEK	N-256.1	<i>Meador</i>	V-224.4 (Intermediate Signal)
FURNACE CROSSING	N-256.3	<i>Moneta</i>	V-220.4 (Intermediate Signal)
8 ½ STREET	N-257.1	<i>Stone Mountain</i>	V-218.0 (Intermediate Signal)
WILLIAMSON ROAD	N-	<i>Goose Creek</i>	V-214.8 (Intermediate Signal)
NORTH JEFFERSON	N-	TSA -Defect Detector	V-214.6
HENRY	N-	HUDDLESTON	V-211.6
COMMERCE	N-	AMOS BRANCH	V-209.9
PARK STREET	N-258.05	<i>Leesville</i>	V-206.8 (Intermediate Signal)
5TH STREET	N-258.05		V-202.8 (Intermediate Signal)
16TH STREET	N-259.1	HURT CONNECTION	V-200.3
24TH STREET	N-259.8	HURT	193.7

NORFOLK AND WESTERN RAILWAY AUTOMATIC BLOCK, INTERLOCKING, AND TC SIGNALS

HIGH SIGNAL

DWARF SIGNAL

<p>RULE 281</p> <p>INDICATION - Proceed at authorized speed.</p> <p>NAME - Clear</p>	<p>RULE 282</p> <p>INDICATION - Proceed preparing to take diverging route beyond next signal at authorized speed</p> <p>NAME - Approach Diverging</p>	<p>RULE 282-A</p> <p>INDICATION - Proceed preparing to stop at second signal.</p> <p>NAME - Advance Approach</p>	<p>RULE 283</p> <p>INDICATION - Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).</p> <p>NAME - Diverging Clear</p>	<p>RULE 283-B</p> <p>INDICATION - Proceed through turnout(s) or crossover(s) at authorized speed preparing to take diverging route beyond next signal at authorized speed.</p> <p>NAME - Diverging Approach Diverging</p>	<p>RULE 285</p> <p>INDICATION - Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</p> <p>NAME - Approach</p>
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SPEED:

MEDIUM SPEED - A speed not exceeding 30 MPH.

REDUCED SPEED - A speed that will permit complying with flagging signals and stopping short of train or obstruction.

RESTRICTED SPEED - A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, man or equipment fouling track. Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH.

(Note: The provisions of Restricted Speed do not safely provide protection for men or equipment working on or near the track.)

SLOW SPEED - A speed not exceeding 15 MPH.

NORFOLK AND WESTERN RAILWAY AUTOMATIC BLOCK, INTERLOCKING, AND TC SIGNALS

HIGH SIGNAL

DWARF SIGNAL

<p>RULE 285-A</p> <p>INDICATION - Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</p> <p>NAME - Approach Distant</p> <p>NOTE: Signal DOES NOT afford automatic block protection.</p>	<p>RULE 286</p> <p>INDICATION - Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</p> <p>NAME - Diverging Approach</p>	<p>RULE 287</p> <p>INDICATION - Proceed; Slow Speed within interlocking limits or through turnout(s) or crossover(s).</p> <p>NAME - Slow Clear</p> <p>NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).</p>	<p>RULE 288</p> <p>INDICATION - Proceed preparing to stop at next signal; Slow Speed within interlocking limits or through turnout(s) or crossover(s).</p> <p>NAME - Slow Approach</p> <p>NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).</p>	<p>RULE 290</p> <p>INDICATION - Proceed at Restricted Speed.</p> <p>NAME - Restricting</p>	<p>RULE 292</p> <p>INDICATION - Stop</p> <p>NAME - Stop</p>
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Lynchburg Disp. 72-72
Tone 554
7-981-3904

Roanoke Disp. 76-76
Tone 553
7-981-3903

New River Disp. 72-72
Tone 551
7-981-3901

Roanoke Chief Disp
7-981-4739
7-981-4833

Hump Yard Master
7-981-4895

Trainmaster
7-981-4939

Linwood - Roanoke
178 Miles / 10:57 Overtime
200 Miles via Lynchburg / 12:31 Overtime

Roanoke - Linwood
182 Miles / 11:12 Overtime
204 Miles via Lynchburg / 12:56 Overtime

Days Inn Roanoke
540-342-4551

Memos:
BB VABulls (All Virginia Division Transportation Bulletin Boards)
VAGIB VIRGINIA DIVISION SUPERINTENDENT NOTICES
VAOPB VIRGINIA DIVISION OPERATING BULLETINS
RTBULLS ROANOKE TERMINAL SUPERINTENDENT NOTICES

South To "JK" &
Winston-Salem, NC
"The R-Line"

Virginia Division Timetable #6
Roanoke Terminal (RT)
Special Instructions (Section 9) Item 41:
All Piedmont & Pocahontas Divn. crews operating
in Roanoke Terminal:

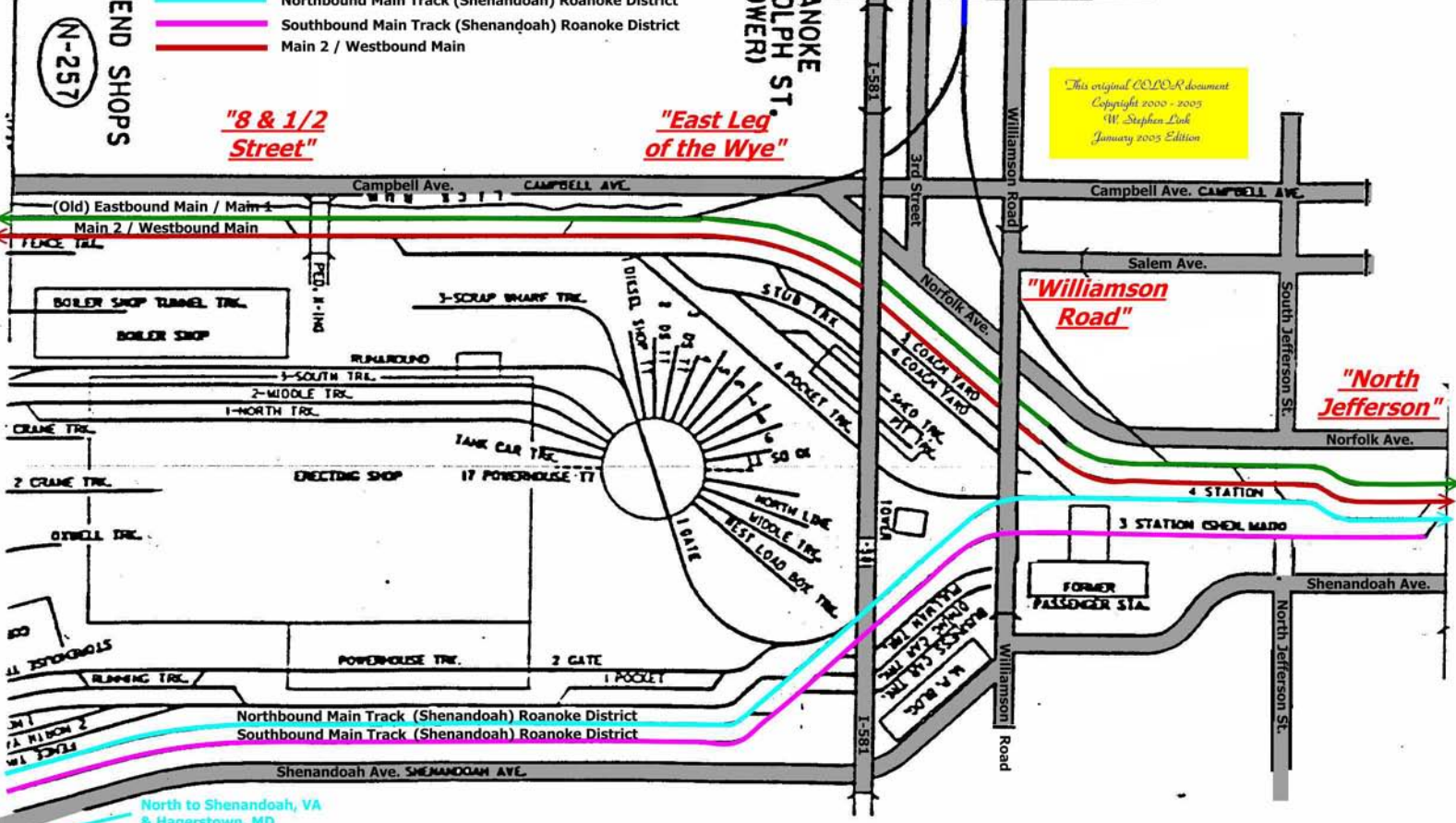
a) All crews not 100% sure of yarding instructions or
moves to be made in Roanoke Terminal, must stop
& contact the Terminal Trainmaster for assistance,
prior to entering the yard.

b) Engineers that have not operated in Roanoke Terminal
within the past 6 months must contact the Terminal
Trainmaster or Roanoke Dispatcher for assistance,
prior to entering the yard.

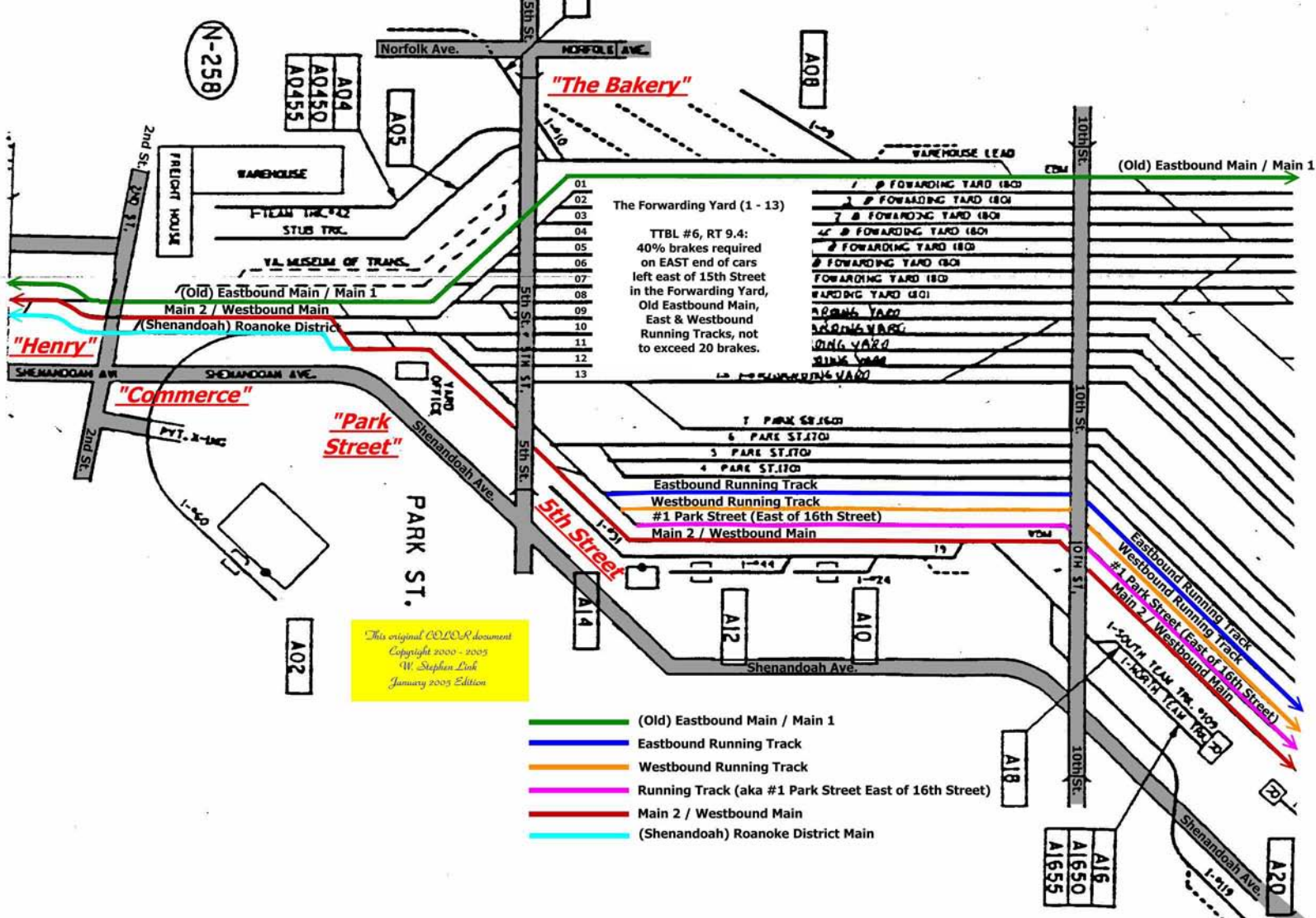
<< East to Furnace Crossing
<< Tinker Creek
<< Crewe & Norfolk, VA

EAST END SHOPS

- Winston-Salem District
- (Old) Eastbound Main / Main 1
- Northbound Main Track (Shenandoah) Roanoke District
- Southbound Main Track (Shenandoah) Roanoke District
- Main 2 / Westbound Main



North to Shenandoah, VA
& Hagerstown, MD
"The H-Line"



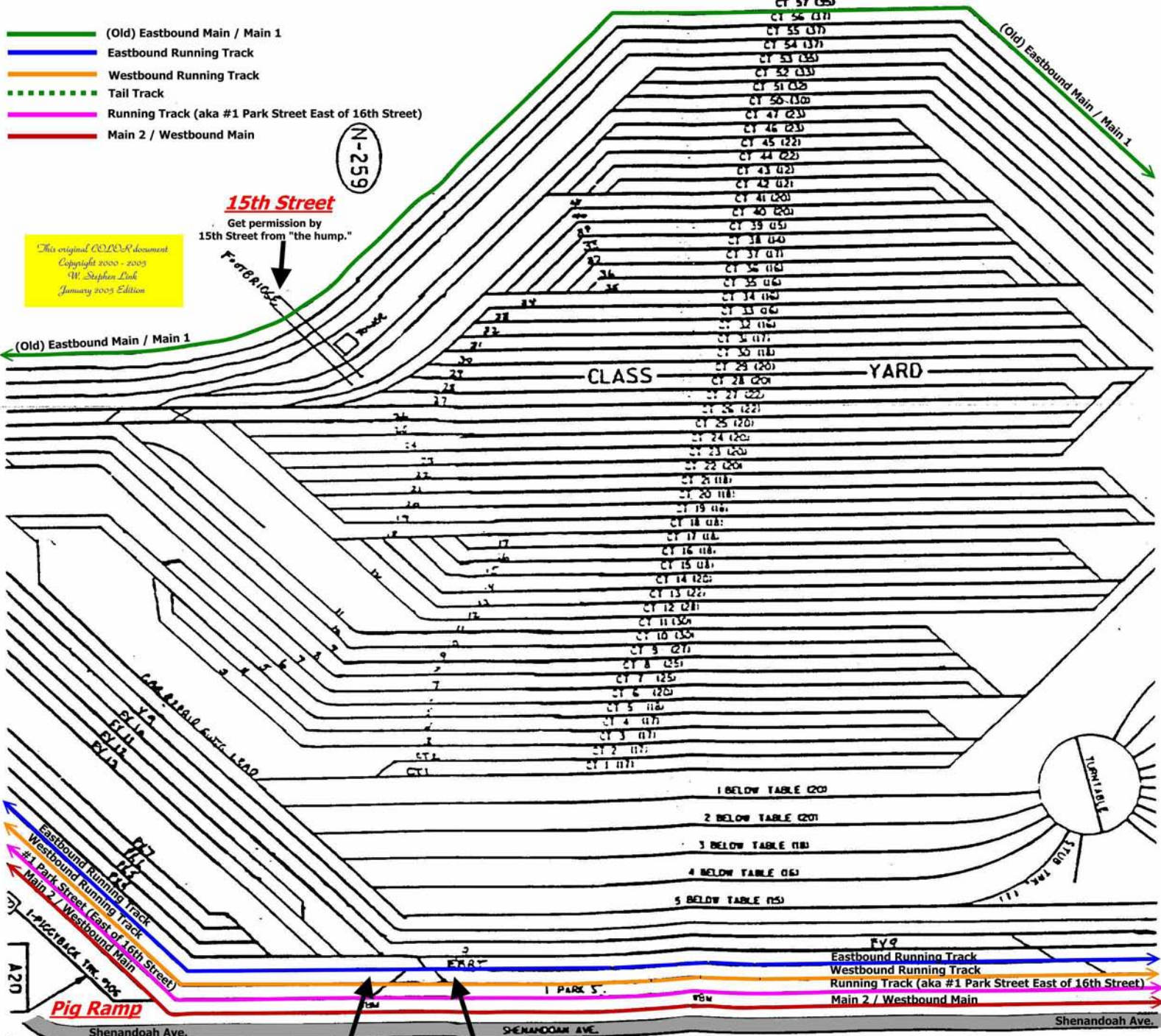
- (Old) Eastbound Main / Main 1
- Eastbound Running Track
- Westbound Running Track
- - - - Tail Track
- Running Track (aka #1 Park Street East of 16th Street)
- Main 2 / Westbound Main

N-259

15th Street

Get permission by 15th Street from "the hump."

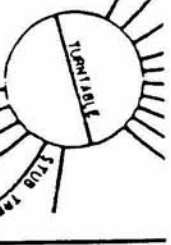
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Get permission by 16th Street on the Eastbound, & Westbound Running Tracks, & #1 Park St / "The Running Track" from the Roanoke Dispatcher. (See Timetable #6, RT, 9.32)

16th Street

You also need a "flag" (provided by the Roanoke Dispatcher) if you're going west on the eastbound or east on the westbound.



- 1 BELOW TABLE 020
- 2 BELOW TABLE 020
- 3 BELOW TABLE 018
- 4 BELOW TABLE 016
- 5 BELOW TABLE 015

- FY9 Eastbound Running Track
- Westbound Running Track
- Running Track (aka #1 Park Street East of 16th Street)
- Main 2 / Westbound Main

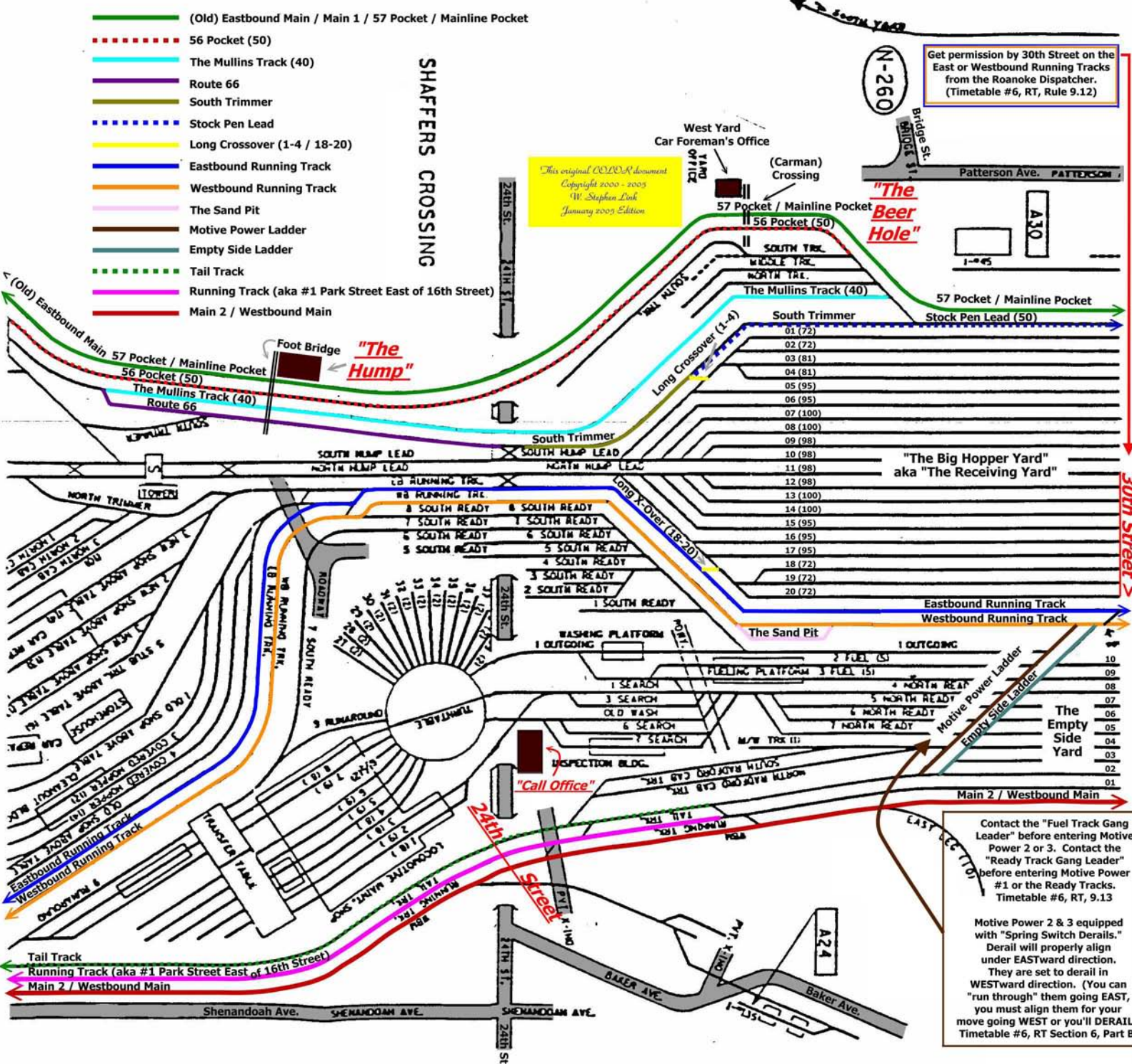
- (Old) Eastbound Main / Main 1 / 57 Pocket / Mainline Pocket
- - - 56 Pocket (50)
- The Mullins Track (40)
- Route 66
- South Trimmer
- - - Stock Pen Lead
- Long Crossover (1-4 / 18-20)
- Eastbound Running Track
- Westbound Running Track
- The Sand Pit
- Motive Power Ladder
- Empty Side Ladder
- - - Tail Track
- Running Track (aka #1 Park Street East of 16th Street)
- Main 2 / Westbound Main

SHAFFERS CROSSING

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N-260

Get permission by 30th Street on the East or Westbound Running Tracks from the Roanoke Dispatcher. (Timetable #6, RT, Rule 9.12)



Contact the "Fuel Track Gang Leader" before entering Motive Power 2 or 3. Contact the "Ready Track Gang Leader" before entering Motive Power #1 or the Ready Tracks. Timetable #6, RT, 9.13

Motive Power 2 & 3 equipped with "Spring Switch Derails." Deraill will properly align under EASTward direction. They are set to derail in WESTward direction. (You can "run through" them going EAST, you must align them for your move going WEST or you'll DERAIL.) Timetable #6, RT Section 6, Part B.

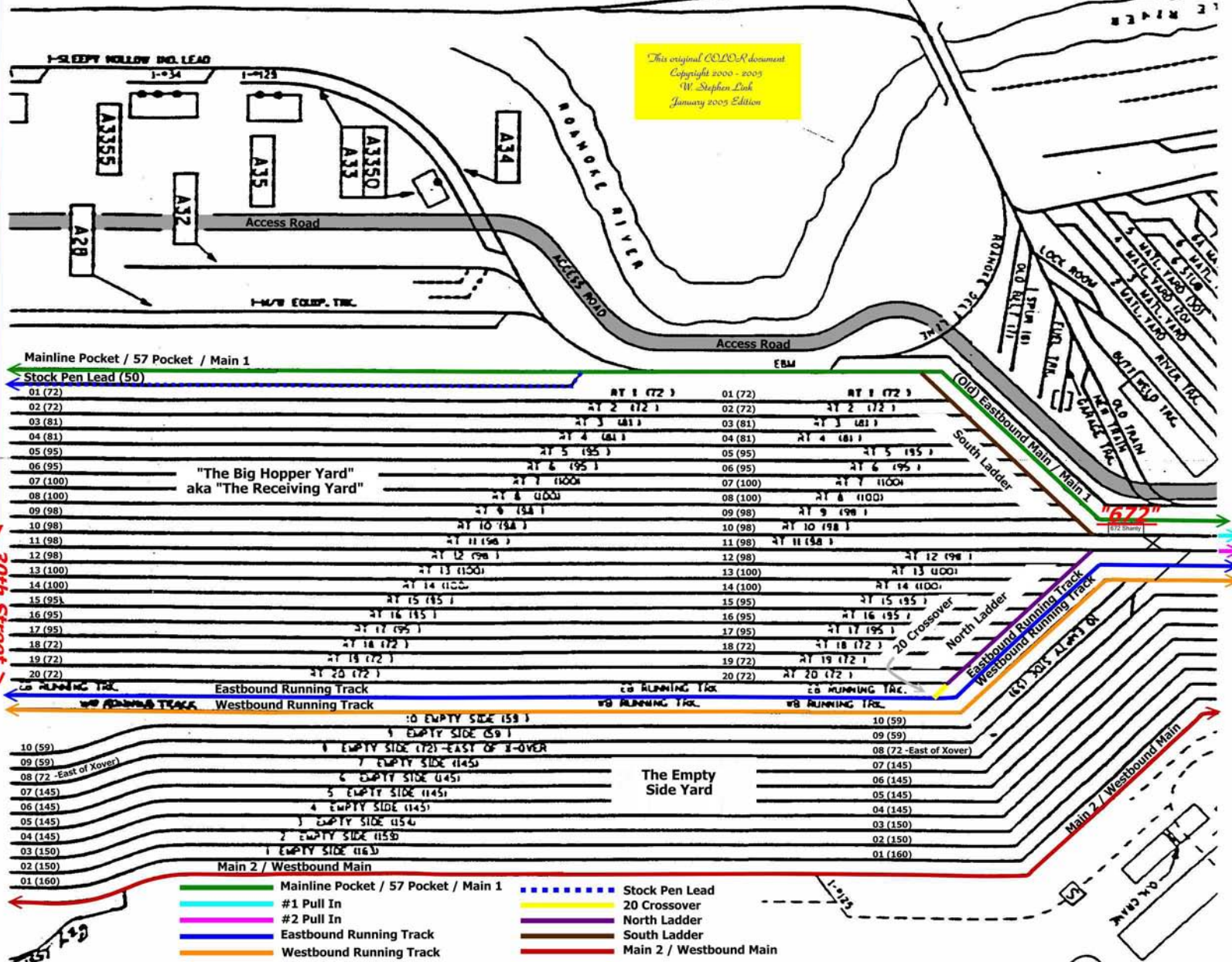
Get permission by 30th Street on the East or Westbound Running Tracks from the Roanoke Dispatcher. (Timetable #6, RT, Rule 9.12)

You need a "flag" (provided by the hump) if you're going west on the eastbound or east on the westbound between 510 & 672, 672 & 30th St., or 30th St. to the Hump. Timetable #6, RT, 9.10

Contact "the hump" for yarding instructions, & for permission to use #1 or #2 "Pull In," the Eastbound or Westbound Running Tracks, the South or North Ladders, & 20 Crossover at "672."

Timetable #6, RT, 9.16

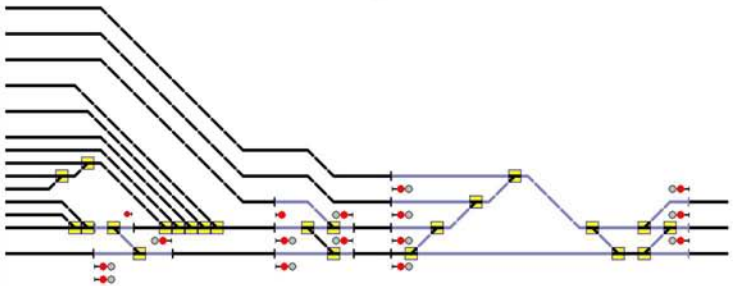
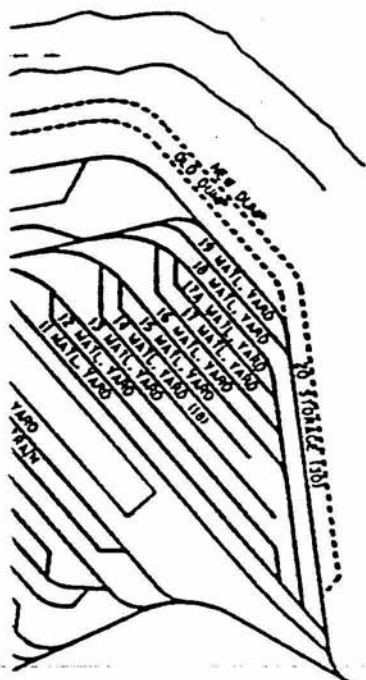
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30th Street

N-261

HAZARDOUS CONTACT TRAINS



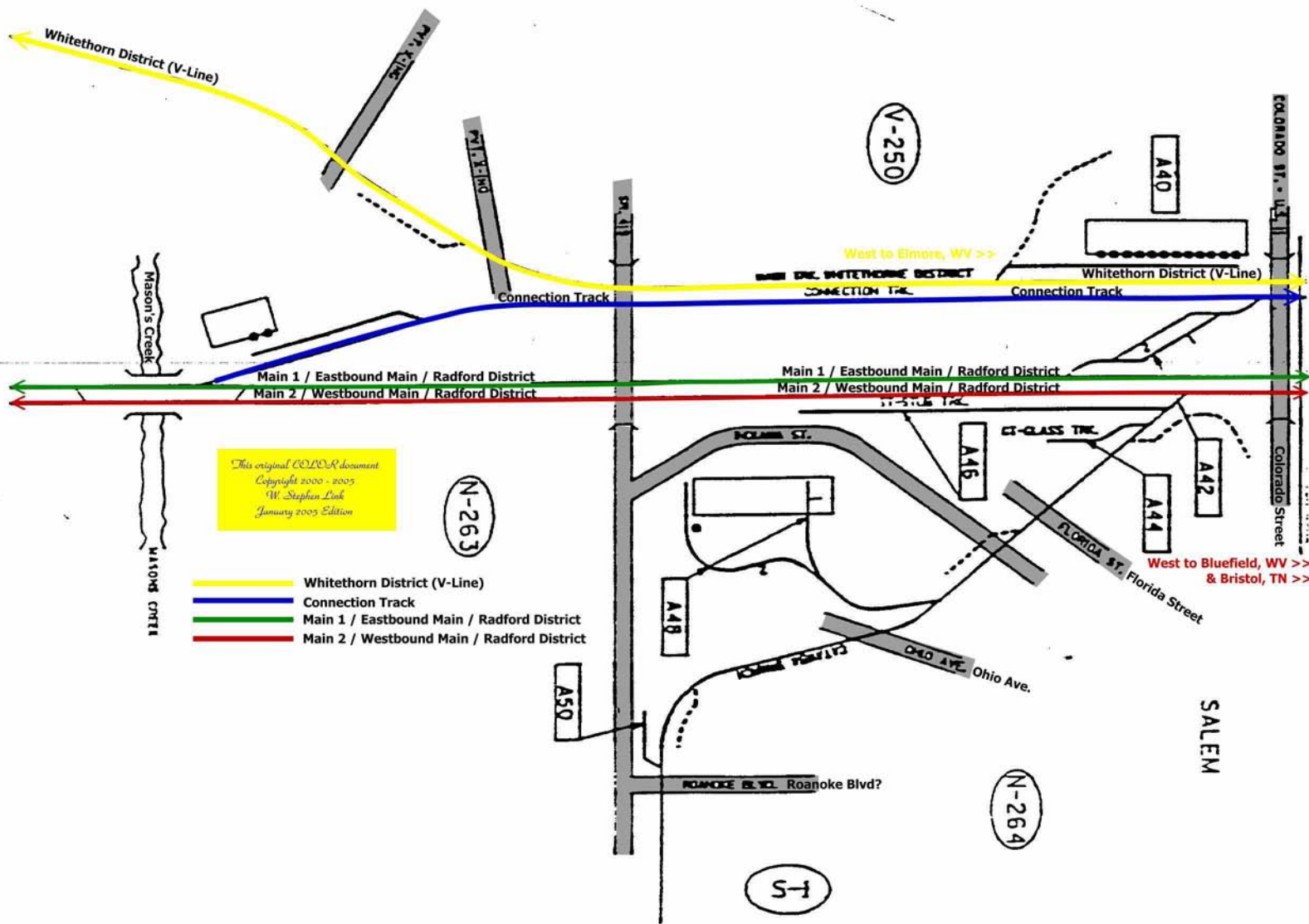
- (Old) Eastbound Main / MainLine Pull In
- #1 Pull In
- #2 Pull In
- Eastbound Running Track
- Westbound Running Track
- The Freight Runner
- Main 2 / Westbound Main

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Get permission to use the Freight Runner (at 510) from the Roanoke Dispatcher. This includes the EAST or WEST bound running tracks at 510. (Timetable #6, RT, Rule 9.15)

W.B.



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- Whitethorn District (V-Line)
- Connection Track
- Main 1 / Eastbound Main / Radford District
- Main 2 / Westbound Main / Radford District

Mason's Creek

MASON'S CREEK

(N-263)

(N-250)

(N-264)

(S-1)

A40

A42

A44

A45

A48

A50

West to Bluefield, WV >>
 & Bristol, TN >>

West to Elmore, WV >>

WHITETHORN DISTRICT CONNECTION TRK

CONNECTION TRK

Main 1 / Eastbound Main / Radford District

Main 2 / Westbound Main / Radford District

Main 1 / Eastbound Main / Radford District

Main 2 / Westbound Main / Radford District

Whitethorn District (V-Line)

ROANOK ST.

CI-CLASS TRK

FLORIDA ST. Florida Street

OHIO AVE. Ohio Ave.

ROANOKE BLVD. Roanoke Blvd?

COLORADO ST. - U.S.

SALEM

