

# **APPENDIX A: PROFILE OF VIRGINIA'S RAILROAD NETWORK**



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# **PROFILE OF VIRGINIA'S RAILROAD NETWORK**

**May 5, 2017**

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# 1.0 INTRODUCTION

The primary purpose of this appendix is to provide a general inventory and description of the assets of the Virginia railroad network for railroads of all classes that includes background and details about the known physical and operating characteristics of each railroad in the state. This data is used to understand potential freight capacity, service velocity and versatility, and to ascertain potentially what types of business, rail network access, and levels of service could potentially be accommodated over the state's rail network. Furthermore, this inventory will be used as a tool to later identify and prioritize potential rail infrastructure improvements that eliminate bottlenecks and operating and safety conflicts, expand capacity, promote rail access, enhance connectivity between railroads and between railroads and other transportation modes, and encourage growth in the railroad transportation sector that is consistent with the needs of Virginia's people, businesses, and industry and the vision of the Virginia State Rail Plan.

Included in the inventory for each railroad in the state, to the extent known during development of the Virginia State Rail Plan, are key physical and operating characteristics for each Virginia railroad subdivision or railroad line segment. This information, identified in the list below, was collected through coordination with Virginia's railroads in 2016-2017, and via analysis of Virginia DRPT data and maps; Class I Railroad Annual Report R-1s (submitted by the state's Class I railroads to the federal Surface Transportation Board annually); railroad maps and other resources; and other publicly available data.

- **Railroad Subdivision identification.**
- **Owner of the line.**
- **Operator of the line.**
- **Line Heritage** – identifies the primary historic railroad ownership of each subdivision.
- **Subdivision Route / Mileage** – identifies the subdivision endpoints and known route mileage. Note that some subdivisions are not located entirely within Virginia and mileage may either be presented for the segment of the subdivision within Virginia or the full length of the subdivision if it is located in Virginia and another state; presentation dependent upon data received during railroad outreach. Note that railroad miles as portrayed in the railroad timetable and other public sources can vary from the route-mile calculations presented in the Virginia State Rail Plan.
- **FRA Track Class** – identifies the applicable Federal Railroad Administration (FRA) Class of Track designation on the main track(s) for each subdivision.
- **Track Configuration** – identifies the number of main tracks on each subdivision, within Virginia.

- **Maximum Authorized Speed for Freight Trains** – identifies the maximum speed freight trains can travel over each subdivision. Note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Maximum authorized speeds for freight trains may also be lower than the maximum authorized speed by the FRA’s Class of Track regulations.
- **Maximum Authorized Speed for Passenger Trains** – identifies the maximum speed passenger trains can travel over each subdivision; note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Speeds are identified only for railroad subdivisions presently hosting Amtrak intercity and long-distance passenger trains and Virginia Railway Express commuter trains in Virginia, and on other segments as designated by Virginia’s railroads.
- **Wayside Signals** – indicates the presence of a wayside signal system on each subdivision (see operational authority below for wayside signal types), which is used to convey operating authority to trains and equipment and / or show occupation of main track(s) by trains and equipment.
- **Method of Operation** – identifies generally the railroad operating system or practice employed on each segment, to the extent known, including the presence of:
  - **Centralized Traffic Control (CTC)** – A train control system whereby a train dispatcher provides operational authority to trains remotely via a wayside signal system and radio communication.
  - **Automatic Train Control (ATC)** – A train control system integrated with a cab signaling system that applies train speed control. Typically, an alarm in the train locomotive notifies the engineer when the train has exceeded the maximum allowable speed for a given portion of track, and if the engineer fails to reduce speed or apply the air brake system, a penalty brake application is made automatically by the ATC system. ATC typically exists as an overlay to a CTC system, which provides operational authority.
  - **Automatic Block Signals (ABS)** – A wayside signal system that indicates block occupancy and minimizes the likelihood of collisions between trains. ABS is not controlled by a train dispatcher, but a train’s entry to into a segment of ABS may be controlled by a train dispatcher. Typically requires that operational authority be provided as an overlay through a track warrant or track authority issued by a train dispatcher via radio communication.



- **Track Warrant Control (TWC), Form D Control System (DCS), or Direct Traffic Control (DTC); designations may vary by railroad** – System of operational authority issued to trains remotely by a train dispatcher via radio communication.
- **Restricted Limits (RL), Restricted Speed (RS), and Yard Limits (YL); designations may vary by railroad** – Typically slow speed operations (not more than 20 mph, but may be much slower, depending upon designation, sight distance, congestion, and operating conditions) within and at the approach to railroad yards and on industrial leads and other trackage that does not require operational authority from a train dispatcher. Trains operating within these limits typically coordinate operations with the train dispatcher and other trains operating within the limits via radio communication.
- **Maximum Allowable Gross Weight** – identifies loaded railcar weight limitations, as dictated by the likely condition of mainline bridges and track.
- **Clearances** – identifies the known vertical clearance potential for accommodating specific types of railcar equipment and/or the vertical clearance above top of rail (ATR) in feet and inches. Some equipment types identified include:
  - **Trailer on Flat Car (TOFC)** – railroad flat car on which a truck semi-trailer is transported; known also as piggyback.
  - **Container on Flat Car (COFC) / Double-Stack Car** – intermodal railcar that typically accommodates shipping containers of up to 53 feet in length stacked one or two high.
  - **Automotive Car** – railcar equipped with racks accommodating two or three decks of standard automobiles or light trucks.

Some railroads also include any restrictions for the width of railcar equipment in this inventory. Reporting by railroad varies.

- **Current Traffic Density (2015)** – identifies the rail traffic density in annual Gross Ton-Miles (GTM) in millions, or Million Gross Tons (MGT). GTM / MGT includes the number of trailing tons in a train behind the locomotives (including railcars and lading, railroad company service equipment, and cabooses) times the distance moved in road freight trains. Traffic density for tenant railroads with trackage rights over subdivisions of an owning (or host) railroad are identified, if known. Some railroads may express rail traffic density in measures other than GTM / MGT.
- **Average Number of Trains per Day** – identifies a range of average daily train volumes for each subdivision.
- **Train Types** – identifies passenger train and general freight train types that typically operate over each subdivision or line segment. Note that freight commodities and the rail routes they



travel over can change at any time due to markets, rail capacity, and other considerations and that a more detailed discussion of current traffic flows and primary freight commodities transported by rail in and through Virginia can be found in Chapter 2 of the Virginia State Rail Plan.

- **Industrial Leads** – identifies railroad-designated industrial leads (or branches or spurs, as designated by some railroads) which are used to access rail customers off the subdivision mainline and extend the reach of rail service in Virginia; mileage of industrial leads (and branches or spurs) is not included in route-mile calculations for the state owing to their designation.
- **FRA Excepted Track** – identifies segments of FRA Excepted Track over which railroads operate under the following conditions: Trains will be operated at 10 mph or less; no occupied passenger trains will be operated; no freight train will be operated that contains more than five railcars required to be placarded as hazardous materials shipments; and track gage (distance between the rails) will not be more than 4 feet 10 ¼ inches (standard gage is 4 feet 8 ½ inches).

Also identified in the context of each railroad's network in Virginia is the existence of trackage rights which provide authority for one railroad (a tenant) to operate over the line of another railroad (host), and connections (or interchanges) between railroads where railcars are exchanged, to the extent known. Major railroad yards / terminals and rail facilities as well as rail-port connections in the state are also identified.

**Table 1-1** identifies Virginia's 11 railroads that own a total of approximately 3,037 route miles in the state, and which are detailed in this appendix. The table also identifies by entity – railroad class (if applicable), standard alpha carrier code (an industry standard two- to four-letter abbreviation), total miles of railroad owned and operated in Virginia (including lines leased, operated under contract, and trackage rights, as applicable), and the percentage of the total Virginia rail network that each railroad ownership represents. Note that miles leased and / or operated under contract, and miles operated under trackage rights are included in the total miles operated figures, allowing total miles operated to exceed total miles owned. Industrial railroads and private track ownership provide transportation service at industrial installations in Virginia, but, due to their classification, the mileage of privately owned industrial track is not included in calculations of the state's rail network. Similarly, the industrial track (including designated industrial leads and spurs) of Class I and shortline rail carriers is also not included in the route-mile calculations.

**Table 1-1: Virginia Route Mileage by Railroad**

Railroad	Standard Carrier Alpha Code	Total Miles Owned	Percent of Total Virginia Rail Network Owned	Miles Leased / Operated Under Contract	Miles Operated Under Trackage Rights	Total Miles Operated
<b>CLASS I RAILROADS</b>						
<b>CSX Transportation</b> <i>See Note (a) below</i>	CSX	958	31.54	7	256	1,051
<b>Norfolk Southern Railway</b>	NS	1,883	62.00	0	107	1,990
<b>Subtotal (Class I)</b>		<b>2,841</b>	<b>93.54</b>			
<b>SHORTLINE RAILROADS</b>						
<b>Bay Coast Railroad</b>	BCR	58	1.91	5	5	68
<b>Buckingham Branch Railroad</b>	BB	17	0.56	258	9	284
<b>Chesapeake &amp; Albemarle Railroad</b> <i>See Note (b) below</i>	CA	0	0.00	18	0	18
<b>Chesapeake Western Railway</b> <i>See Note (c) below</i>	CHW	43	1.42	0	0	43
<b>Commonwealth Railway</b> <i>See Note (b) below</i>	CWRY	17	0.56	0	0	17
<b>Norfolk &amp; Portsmouth Belt Line Railroad</b> <i>See Note (d) below</i>	NPBL	11	0.36	0	15	26
<b>North Carolina &amp; Virginia Railroad</b> <i>See Note (b) below</i>	NCVA	3	0.10	0	0	3
<b>Shenandoah Valley Railroad</b> <i>See Note (e) below</i>	SV	20	0.66	0	0	20
<b>Winchester &amp; Western Railroad</b>	WW	27	0.89	0	0	27
<b>Subtotal (Shortline)</b>		<b>196</b>	<b>6.46</b>			

Railroad	Standard Carrier Alpha Code	Total Miles Owned	Percent of Total Virginia Rail Network Owned	Miles Leased / Operated Under Contract	Miles Operated Under Trackage Rights	Total Miles Operated
<b>Virginia Rail Network Total</b>		<b>3,037</b>	<b>100.0</b>	<b>288</b>	<b>392</b>	<b>3,547</b>

Sources: Class I Railroad Annual R-1 Reports to the Surface Transportation Board (2016); Virginia Class I and shortline railroads; Virginia DRPT

**Notes:**

- a) Total Miles Owned for CSX Transportation includes the 758 miles reported by CSX to the Surface Transportation Board (STB) in a 2016 R-1 Report filing, plus 200 miles owned by CSX and leased to shortline Buckingham Branch Railroad (BB), which includes Richmond-Clifton Forge, Virginia (191 miles), and Gordonsville-Orange, Virginia (9 miles). In the 2016 R-1 Report filing to the STB, CSX identifies these 200 miles as Miles Operated Under Trackage Rights, as CSX has trackage rights over the 200 miles of railroad it leases to BB. These 200 miles are included in the Total Miles Owned and Miles Operated Under Trackage Rights figures for CSX in the table above and are only counted once for the Total Miles Operated figure in the table above. The Total Miles Operated figure also includes 30 miles of line of proprietary companies, as indicated in the 2016 R-1 Report filing to the STB by CSX, and not identified specifically by CSX.
- b) Shortline railroad is owned by Genesee & Wyoming, Inc.
- c) Chesapeake Western Railway is a subsidiary of Norfolk Southern Railway.
- d) Norfolk & Portsmouth Belt Line Railroad is owned jointly by CSX Transportation and Norfolk Southern Railway.
- e) Shenandoah Valley Railroad is currently operated under agreement by Durbin & Greenbrier Valley Railroad (DGVR).

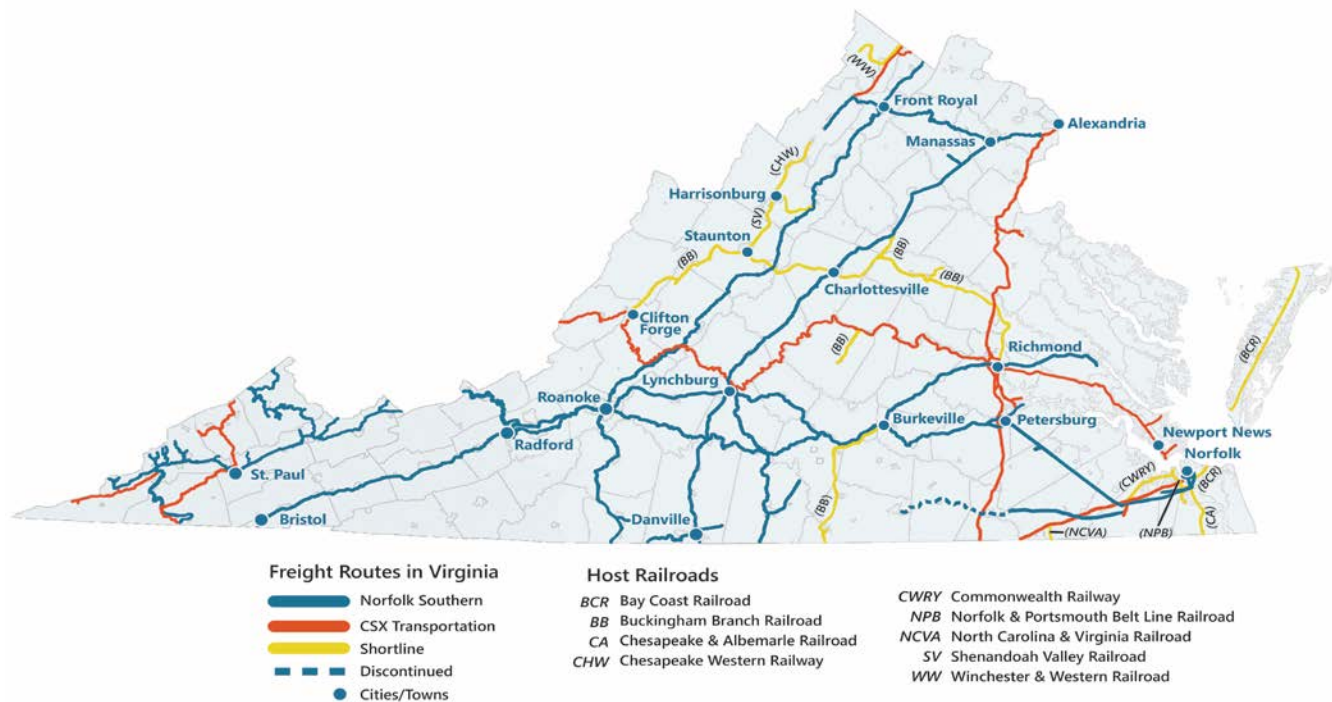
## 2.0 CLASS I RAILROADS IN VIRGINIA

The chapter describes Virginia's two Class I railroads. Included are data and operating subdivision tables, showing such details as ownership, miles owned and operated, trackage rights, physical characteristics of operating subdivisions, facilities, commodities handled, connections with other railroads, and more. In 2016, Virginia's Class I railroads were asked to confirm much of the data appearing in this chapter and to provide additional input, as appropriate. Both of Virginia's two Class I railroads participated. No physical inspections of the Class I railroads were conducted during development of the Virginia State Rail Plan.

A map of Virginia's freight railroad network appears in **Figure 2-1**.



**Figure 2-1: Virginia's Freight Rail Network**



## 2.1 CSX Transportation (CSX)

A summary of statistical information for CSX Transportation (CSX) within Virginia is as follows<sup>1</sup>:

- Line owned: 958 miles<sup>2</sup>
- Line of proprietary companies: 30 miles<sup>3</sup>

<sup>1</sup> Class I Railroad Annual Report of CSX Transportation, Inc. to the Surface Transportation Board for the Year Ended December 30, 2016 (Form R-1)

<sup>2</sup> Total Miles Owned for CSX Transportation identified above includes the 758 miles reported by CSX to the Surface Transportation Board (STB) in a 2016 R-1 Report filing, plus 200 miles owned by CSX and leased to shortline Buckingham Branch Railroad (BB), which includes Richmond-Clifton Forge, Virginia (191 miles), and Gordonsville-Orange, Virginia (9 miles). In the 2016 R-1 Report filing to the STB, CSX identifies these 200 miles as Miles Operated Under Trackage Rights, as CSX has trackage rights over the 200 miles of railroad it leases to BB. These 200 miles are included in the Total Miles Owned and Miles Operated Under Trackage Rights figures for CSX in Table 1-1 above and are only counted once for the Total Miles Operated figure above. The Total Miles Operated figure also includes 30 miles of line of proprietary companies, as indicated in the 2016 R-1 Report filing to the STB by CSX, and not identified specifically by CSX.

<sup>3</sup> Ibid.

- Line operated under lease: 7 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 256 miles<sup>4</sup>
- Total mileage operated: 1,051 miles<sup>5</sup>
- Line owned, not operated, by respondent: 2 miles

### 2.1.1 CSX INTERCHANGES

Interchanges are locations where railroads intersect and exchange railcars. CSX has the ability to interchange freight rail traffic with Class I carrier Norfolk Southern Railway (NS) and several shortline railroads in Virginia. Designated interchange point locations between CSX and connecting carriers in Virginia are listed below:

- Boykins – North Carolina & Virginia Railroad (NCVA)
- Clifton Forge – Buckingham Branch Railroad (BB)
- Doswell – Buckingham Branch Railroad (BB)
- Hopewell – Norfolk Southern Railway (NS)
- Lynchburg – Norfolk Southern Railway (NS)
- Norfolk – Norfolk & Portsmouth Belt Line Railroad (NPBL), Norfolk Southern Railway (NS)
- Portsmouth – Chesapeake & Albemarle Railroad (CA), Norfolk & Portsmouth Belt Line Railroad (NPBL)
- Petersburg – Norfolk Southern Railway (NS)
- Richmond – Norfolk Southern Railway (NS)
- Strathmore – Buckingham Branch Railroad (BB)
- Staunton – Shenandoah Valley Railroad (SV) – operated by Dublin & Greenbrier Valley Railroad (DGVR)
- Suffolk – Commonwealth Railway (CWRY), Norfolk Southern Railway (NS)
- Winchester – Winchester & Western Railroad (WW)

### 2.1.2 CSX TRACKAGE RIGHTS

CSX has trackage rights over the following connecting railroad line segments in Virginia:

- Buckingham Branch Railroad (BB) between Richmond, Virginia, and Clifton Forge, Virginia; approximately 190.6 miles.

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<sup>4</sup> *Ibid.*

<sup>5</sup> *Ibid.*

- Buckingham Branch Railroad (BB) between Gordonsville, Virginia, and Orange, Virginia; approximately 9 miles.
- Commonwealth Railway (CWRY) between Suffolk, Virginia, and Churchland, Virginia; approximately 6.6 miles.
- Norfolk Southern Railway (NS) between Big Stone Gap, Virginia, and the Virginia / Tennessee state line near Frisco, Tennessee; approximately 43 miles.
- Norfolk Southern Railway (NS) between Pocket, Virginia, and St. Charles, Virginia; approximately 3 miles.
- Norfolk & Portsmouth Belt Line Railroad (NPBL) between Portsmouth and Port Norfolk, Virginia; mileage unknown (CSX is part owner of the NPBL).
- Norfolk & Portsmouth Belt Line Railroad (NPBL) in the vicinity of the Portsmouth Marine Terminal in Portsmouth, Virginia; mileage unknown (CSX is part owner of the NPBL).
- Norfolk Southern Railway (NS) at Petersburg, Virginia; mileage unknown.

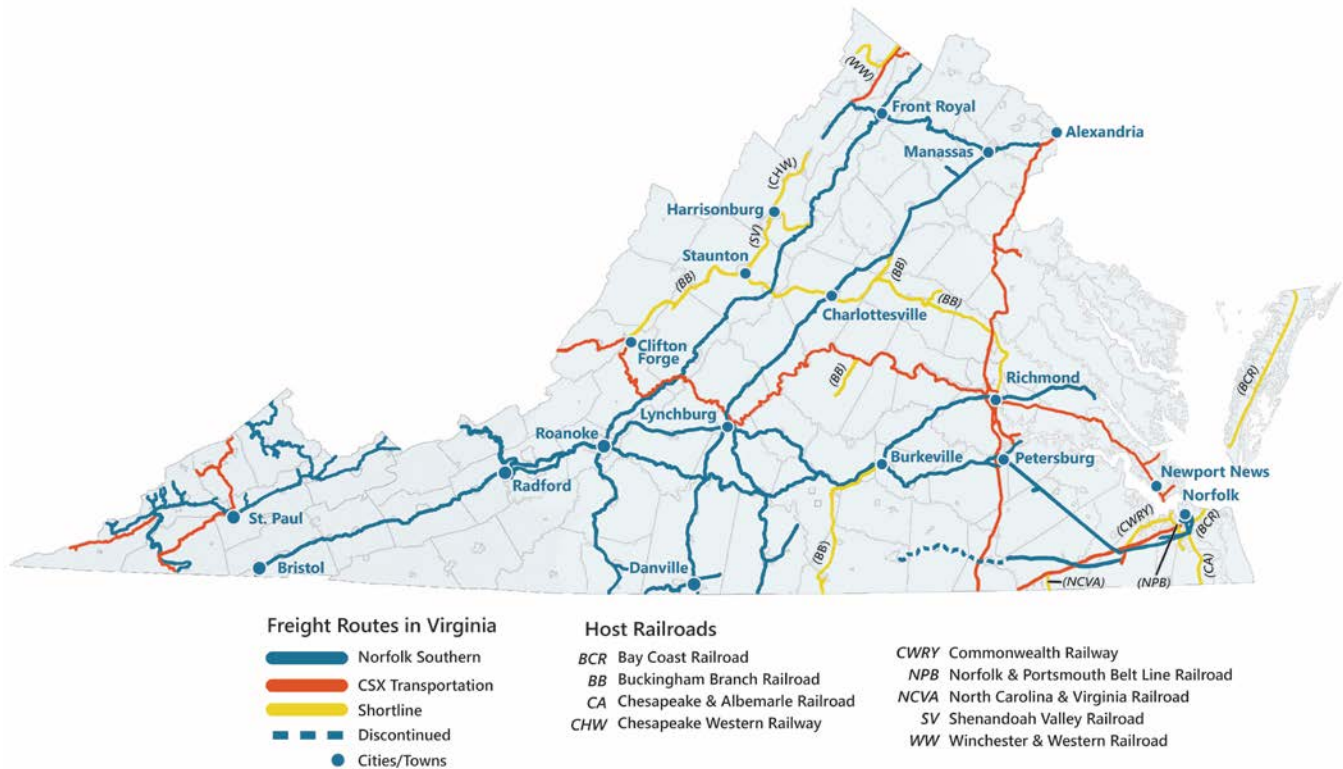
CSX did not identify the location(s) of the 7 miles of the state rail network that it operates under lease.

### 2.1.3 CSX NETWORK AND SUBDIVISIONS IN VIRGINIA

**Figure 2-2** identifies with orange lines the CSX network in the context of the Virginia rail network.



**Figure 2-2: CSX Network in Virginia**



Source: CSX and Virginia DRPT

CSX's rail network in Virginia is comprised of 12 operating subdivisions, which are identified and described in **Table 2-1**.



**Table 2-1: Descriptions of CSX Subdivisions in Virginia**

Subdivision:	RF&P Subdivision
<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Richmond, Fredericksburg & Potomac Railroad (RF&P)
<b>Subdivision Route / Mileage</b>	Washington, District of Columbia-Greendale (Richmond), Virginia; 109 miles
<b>FRA Track Class</b>	Class 4
<b>Track Configuration</b>	2-4 main tracks
<b>Maximum Authorized Speed Freight</b>	40-60 mph freight
<b>Maximum Authorized Speed Passenger</b>	70 mph passenger
<b>Wayside Signals</b>	Centralized Traffic Control (CTC) and Automatic Train Control (ATC)
<b>Method of Operation</b>	Centralized Traffic Control (CTC) and Automatic Train Control (ATC)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Cleared for trailers (TOFC), double-stacks (COFC), and autorack railcars (20' 2" Above Top of Rail)
<b>Current Traffic Density (2015) in Million Gross Tons</b>	116 MGT
<b>Average Number of Trains per Day</b>	47.1
<b>Train Types</b>	<ul style="list-style-type: none"> <li>• Intermodal, general manifest, and bulk freight trains</li> <li>• Amtrak long-distance and intercity passenger trains <ul style="list-style-type: none"> <li>• Virginia Railway Express commuter trains</li> </ul> </li> </ul>
<b>Industrial Leads</b>	Dahlgren Branch: Dahlgren Junction-Sealston, Virginia; approximately 10 miles; 286,000 lbs. maximum allowable gross weight
<b>FRA Excepted Track</b>	N/A

Subdivision:	Shenandoah Subdivision
<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Baltimore & Ohio Railroad (B&O)
<b>Subdivision Route / Mileage</b>	Harpers Ferry, West Virginia-Strasburg Junction, Virginia; 51 miles
<b>FRA Track Class</b>	Class 2
<b>Track Configuration</b>	1 main track



<b>Maximum Authorized Speed Freight</b>	10-25 mph freight
<b>Maximum Authorized Speed Passenger</b>	N/A
<b>Wayside Signals</b>	N/A
<b>Method of Operation</b>	Mixture of Track Warrant Control (TWC), Form D Control System (DCS), and Yard Limits (YL)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Not cleared for multilevel autorack railcars or doublestack intermodal railcars
<b>Current Traffic Density (2015) in Million Gross Tons</b>	N/A
<b>Average Number of Trains per Day</b>	0.3
<b>Train Types</b>	General manifest and bulk freight trains
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A

**Subdivision:**
**Richmond Terminal Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Richmond, Fredericksburg & Potomac Railroad (RF&P) / Seaboard Air Line Railroad (SAL) / Atlantic Coast Line (ACL)
<b>Subdivision Route / Mileage</b>	At Richmond, Virginia; 6 miles
<b>FRA Track Class</b>	Class 1 / 2
<b>Track Configuration</b>	1-4 main tracks
<b>Maximum Authorized Speed Freight</b>	25 mph freight
<b>Maximum Authorized Speed Passenger</b>	40 mph passenger
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)
<b>Method of Operation</b>	Centralized Traffic Control (CTC)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Cleared for trailers (TOFC) and double-stacks (COFC) – 18' 2" Above Top of Rail Autorack railcars – 18" 6" Above Top of Rail
<b>Current Traffic Density (2015) in Million Gross Tons</b>	N/A



<b>Average Number of Trains per Day</b>	12.8
<b>Train Types</b>	<ul style="list-style-type: none"> <li>• Intermodal, general manifest, and bulk freight trains</li> <li>• Amtrak long-distance and intercity passenger trains</li> </ul>
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A

**Subdivision:**
**Bellwood Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Seaboard Air Line Railroad (SAL)
<b>Subdivision Route / Mileage</b>	South AY (Richmond)-Centralia, Virginia; 15 miles
<b>FRA Track Class</b>	Class 2
<b>Track Configuration</b>	1-2 main tracks
<b>Maximum Authorized Speed Freight</b>	20-25 mph freight
<b>Maximum Authorized Speed Passenger</b>	30 mph passenger
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)
<b>Method of Operation</b>	Centralized Traffic Control (CTC)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Not cleared for multilevel autorack railcars or doublestack intermodal railcars
<b>Current Traffic Density (2015) in Million Gross Tons</b>	12 MGT
<b>Average Number of Trains per Day</b>	4.1
<b>Train Types</b>	Intermodal, general manifest, and bulk freight trains
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A



**Subdivision:**
**Hopewell Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Seaboard Air Line Railroad (SAL)
<b>Subdivision Route / Mileage</b>	Bellwood (Richmond)-Hopewell, Virginia; 16 miles
<b>FRA Track Class</b>	Class 1 / 3
<b>Track Configuration</b>	1 main track
<b>Maximum Authorized Speed Freight</b>	10-30 mph freight
<b>Maximum Authorized Speed Passenger</b>	N/A
<b>Wayside Signals</b>	N/A
<b>Method of Operation</b>	Mixture of Track Warrant Control (TWC), Form D Control System (DCS), and Yard Limits (YL)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Current Traffic Density (2015) in Million Gross Tons</b>	Not cleared for multilevel autorack railcars or doublestack intermodal railcars
<b>Current Traffic Density (2015) in Annual Gross Tons per Mile (in Millions)</b>	N/A
<b>Average Number of Trains per Day</b>	N/A
<b>Train Types</b>	General manifest and bulk freight trains
<b>Industrial Leads</b>	Bermuda Hundred Spur: Screamersville, Virginia, area; length unknown; 286,000 lbs. maximum allowable gross weight
<b>FRA Excepted Track</b>	N/A

**Subdivision:**
**North End Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Atlantic Coast Line Railroad (ACL)
<b>Subdivision Route / Mileage</b>	West AY (Richmond), Virginia-Rocky Mount, North Carolina; 123 miles
<b>FRA Track Class</b>	Class 4
<b>Track Configuration</b>	1-2 main tracks
<b>Maximum Authorized Speed Freight</b>	40-60 mph freight



<b>Maximum Authorized Speed Passenger</b>	79 mph passenger
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)
<b>Method of Operation</b>	Centralized Traffic Control (CTC)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Cleared for trailers (TOFC), double-stacks (COFC), and autorack railcars (20' 2" Above Top of Rail)
<b>Current Traffic Density (2015) in Million Gross Tons</b>	76 MGT
<b>Average Number of Trains per Day</b>	28.4
<b>Train Types</b>	<ul style="list-style-type: none"> <li>• Intermodal, general manifest, and bulk freight trains</li> <li>• Amtrak long-distance and intercity passenger trains</li> </ul>
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A

**Subdivision:**

**Portsmouth Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Seaboard Air Line Railroad (SAL)
<b>Subdivision Route / Mileage</b>	Weldon, North Carolina-Portsmouth, Virginia; 75 miles
<b>FRA Track Class</b>	Class 4
<b>Track Configuration</b>	1 main track
<b>Maximum Authorized Speed Freight</b>	40 mph freight
<b>Maximum Authorized Speed Passenger</b>	N/A
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)
<b>Method of Operation</b>	Mixture of Centralized Traffic Control (CTC), Track Warrant Control (TWC), Form D Control System (DCS), and Yard Limits (YL)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Cleared for trailers (TOFC), double-stacks (COFC), and autorack railcars (20' 2" Above Top of Rail)
<b>Current Traffic Density (2015) in Million Gross Tons</b>	12 MGT
<b>Average Number of Trains per Day</b>	4.7



<b>Train Types</b>	Intermodal, general manifest, and bulk freight trains
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A

**Subdivision:**
**Peninsula Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Chesapeake & Ohio Railway (C&O)
<b>Subdivision Route / Mileage</b>	Hampton Roads-AM Junction (Richmond), Virginia; 71 miles
<b>FRA Track Class</b>	Class 4
<b>Track Configuration</b>	1-2 main tracks
<b>Maximum Authorized Speed Freight</b>	50 mph freight
<b>Maximum Authorized Speed Passenger</b>	79 mph passenger
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)
<b>Method of Operation</b>	Centralized Traffic Control (CTC)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Cleared for trailers (TOFC) and double-stacks (COFC) – 19' 2" Above Top of Rail Autorack railcars – 19' 1" Above Top of Rail
<b>Current Traffic Density (2015) in Million Gross Tons</b>	37 MGT
<b>Average Number of Trains per Day</b>	9.3
<b>Train Types</b>	<ul style="list-style-type: none"> <li>Intermodal, general manifest, and bulk freight trains</li> <li>Amtrak intercity passenger trains</li> </ul>
<b>Industrial Leads</b>	Amoco Branch: Hornsbyville, Virginia; approximately 6 miles; 286,000 lbs. maximum allowable gross weight
<b>FRA Excepted Track</b>	N/A



**Subdivision:**
**Rivanna Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Chesapeake & Ohio Railway (C&O)
<b>Subdivision Route / Mileage</b>	Rivanna Junction (Richmond)-Gladstone, Virginia; 119 miles
<b>FRA Track Class</b>	Class 3
<b>Track Configuration</b>	2 main tracks
<b>Maximum Authorized Speed Freight</b>	40 mph freight
<b>Maximum Authorized Speed Passenger</b>	N/A
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)
<b>Method of Operation</b>	Centralized Traffic Control (CTC) and Yard Limits (YL)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Not cleared for multilevel autorack railcars or doublestack intermodal railcars
<b>Current Traffic Density (2015) in Million Gross Tons</b>	32 MGT
<b>Average Number of Trains per Day</b>	7.3
<b>Train Types</b>	General manifest and bulk freight trains
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A

**Subdivision:**
**James River Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Chesapeake & Ohio Railway (C&O)
<b>Subdivision Route / Mileage</b>	Gladstone-JD Cabin (Clifton Forge), Virginia; 111 miles
<b>FRA Track Class</b>	Class 3
<b>Track Configuration</b>	2 main tracks
<b>Maximum Authorized Speed Freight</b>	35 mph freight
<b>Maximum Authorized Speed Passenger</b>	N/A
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)



<b>Method of Operation</b>	Centralized Traffic Control (CTC) and Yard Limits (YL)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Not cleared for multilevel autorack railcars or doublestack intermodal railcars
<b>Current Traffic Density (2015) in Million Gross Tons</b>	31 MGT
<b>Average Number of Trains per Day</b>	7.2
<b>Train Types</b>	General manifest and bulk freight trains
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A

**Subdivision:**
**Allegheny Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Chesapeake & Ohio Railway (C&O)
<b>Subdivision Route / Mileage</b>	JD Cabin (Clifton Forge), Virginia-MX Cabin (Hinton), West Virginia; 79 miles
<b>FRA Track Class</b>	Class 3
<b>Track Configuration</b>	1-2 main tracks
<b>Maximum Authorized Speed Freight</b>	35 mph freight
<b>Maximum Authorized Speed Passenger</b>	N/A
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)
<b>Method of Operation</b>	Centralized Traffic Control (CTC) and Yard Limits (YL)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Not cleared for multilevel autorack railcars or doublestack intermodal railcars
<b>Current Traffic Density (2015) in Million Gross Tons</b>	44 MGT
<b>Average Number of Trains per Day</b>	11.5
<b>Train Types</b>	<ul style="list-style-type: none"> <li>• General manifest and bulk freight trains</li> <li>• Amtrak long-distance passenger trains</li> </ul>
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A





**Subdivision:**
**Kingsport Subdivision**

<b>Owner</b>	CSX
<b>Operator</b>	CSX
<b>Line Heritage</b>	Clinchfield Railroad (CRR)
<b>Subdivision Route / Mileage</b>	Shelbiana, Kentucky-Erwin, Tennessee, via St. Paul, Virginia; 147 miles
<b>FRA Track Class</b>	Class 2 / 3
<b>Track Configuration</b>	1 main track
<b>Maximum Authorized Speed Freight</b>	25 mph freight
<b>Maximum Authorized Speed Passenger</b>	N/A
<b>Wayside Signals</b>	Centralized Traffic Control (CTC)
<b>Method of Operation</b>	Centralized Traffic Control (CTC)
<b>Maximum Allowable Gross Weight</b>	286,000 lbs.
<b>Clearances</b>	Cleared for trailers (TOFC) and double-stacks (COFC) – 18' 2" Above Top of Rail Autorack railcars – 18' 6" Above Top of Rail
<b>Current Traffic Density (2015) in Million Gross Tons</b>	4 MGT
<b>Average Number of Trains per Day</b>	1.0
<b>Train Types</b>	General manifest and bulk freight trains
<b>Industrial Leads</b>	N/A
<b>FRA Excepted Track</b>	N/A



## 2.2 Norfolk Southern Railway (NS)

A summary of statistical information for Norfolk Southern Railway (NS) within Virginia is as follows<sup>6</sup>:

- Line owned: 1,883 miles
- Line of proprietary companies: 0 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 107 miles
- Total mileage operated: 1,990 miles
- Line owned, not operated, by respondent: 154 miles

### 2.2.1 NS INTERCHANGES

Interchanges are locations where railroads intersect and exchange railcars. NS has the ability to interchange freight rail traffic with Class I carrier CSX Transportation (CSX) and several shortline railroads in Virginia. Some of the designated interchange point locations between NS and connecting carriers in Virginia are listed below<sup>7</sup>:

- Burkeville – Buckingham Branch Railroad (BB)
- Charlottesville – Buckingham Branch Railroad (BB)
- Chesapeake – Chesapeake & Albemarle Railroad (CA), Norfolk & Portsmouth Belt Railroad (NPBL)
- Elkton – Chesapeake Western Railway (CHW)
- Hopewell – CSX Transportation (CSX)
- Lynchburg – CSX Transportation (CSX)
- Norfolk – Bay Coast Railroad (BCR), CSX Transportation (CSX), Norfolk & Portsmouth Belt Railroad (NPBL)
- Petersburg – CSX Transportation (CSX)
- Richmond – CSX Transportation (CSX)
- Suffolk – Commonwealth Railway (CWRY), CSX Transportation (CSX)
- Waynesboro – Buckingham Branch Railroad (BB)

<sup>6</sup> Class I Railroad Annual Report of Norfolk Southern Combined Railroad Subsidiaries to the Surface Transportation Board for the Year Ended December 31, 2016 (Form R-1)

<sup>7</sup> Designated interchange point locations in Virginia were not identified by NS for development of the Virginia State Rail Plan. Some designated interchange point locations with NS were identified by the state's shortline railroads during State Rail plan outreach and through study of publically available sources.

## 2.2.2 NS TRACKAGE RIGHTS

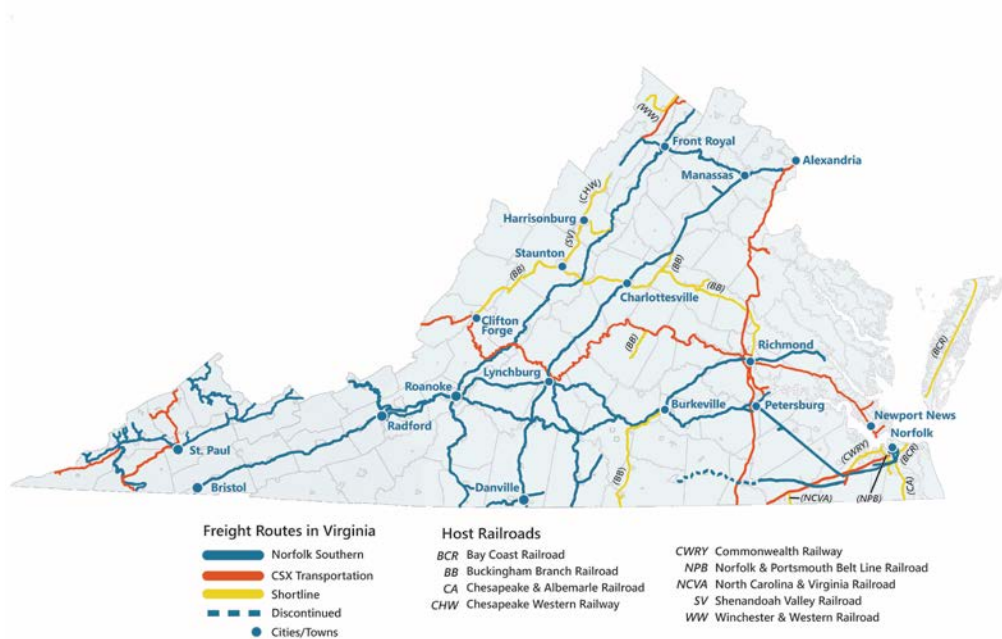
Some of the connecting railroad line segments over which NS has trackage rights in Virginia include<sup>8</sup>:

- CSX Transportation (CSX) between Alexandria, Virginia, and the Virginia state line near Washington, District of Columbia; approximately 7 miles.
- CSX Transportation (CSX) between Dillard, Virginia, and Glasgow, Virginia; approximately 30 miles.
- CSX Transportation (CSX) between St. Paul, Virginia, and the Virginia / Tennessee state line near Frisco, Tennessee; approximately 45 miles.
- Commonwealth Railway (CWRY) at Suffolk, Virginia; mileage unknown.

## 2.2.3 NS NETWORK AND SUBDIVISIONS IN VIRGINIA

**Figure 2-3** identifies with blue lines the NS network in the context of the Virginia rail network.

**Figure 2-3: NS Network in Virginia**



Source: NS and Virginia DRPT

<sup>8</sup> Connecting line segments over which NS has trackage rights in Virginia were not identified by NS for development of the Virginia State Rail Plan. NS trackage rights over connecting line segments was identified through study of publicly available sources.

The NS network in Virginia is far-reaching and is comprised of several principal main routes and branchlines. The bulk of freight tonnage on the NS in Virginia travels on the Heartland Corridor, NS' route from the Norfolk Area to Roanoke and the Midwest and from the Appalachian coal fields<sup>9</sup>. Other heavily trafficked corridors in Virginia include<sup>10</sup>:

- NS Crescent Corridor Routes (Bristol-Riverton Junction; Danville-Manassas; Manassas-Riverton Junction; and Riverton Junction-West Virginia / Virginia State Line)
- NS route between Roanoke and Winston-Salem, North Carolina

NS did not identify and describe its operating subdivisions in Virginia or their general physical and operating characteristics for development of the Virginia State Rail Plan.

NS did identify current rail traffic density in Million Gross Tons (MGT) for certain line segments in Virginia, as identified in **Table 2-2**<sup>11</sup>. Note that not all segments of the NS network in Virginia are shown.

**Table 2-2: Rail Traffic Density for Certain NS Line Segments in Virginia**

Line Segment	Rail Traffic Density (in Million Gross Tons)
Norfolk – Crewe	Between 10-50 MGT
Crewe – Roanoke **	Between 10-50 MGT
Roanoke – Bluefield **	Over 50 MGT
Virginia / North Carolina State Line – Lynchburg	Between 10-50 MGT
Lynchburg – Manassas	Between 10-50 MGT
Manassas – Riverton Junction	Between 10-50 MGT
Riverton Junction – West Virginia / Virginia State Line	Between 10-50 MGT
Roanoke – Riverton Junction	Between 10-50 MGT
Bristol – Walton	Between 10-50 MGT
St. Charles – Bluefield	Between 10-50 MGT
Burkeville – West Point	Under 10 MGT

<sup>9</sup> Data provided by NS on May 2, 2017, during development of the Virginia State Rail Plan

<sup>10</sup> *Ibid.*

<sup>11</sup> *Ibid.*

Line Segment	Rail Traffic Density (in Million Gross Tons)
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<b>Roanoke – Virginia / North Carolina State Line</b>	Between 10-50 MGT
<b>Alexandria – Manassas</b>	Under 10 MGT
<b>Clarkton – South Boston</b>	Between 10-50 MGT

Source: NS

Notes: \*\* Route is composed of two lines

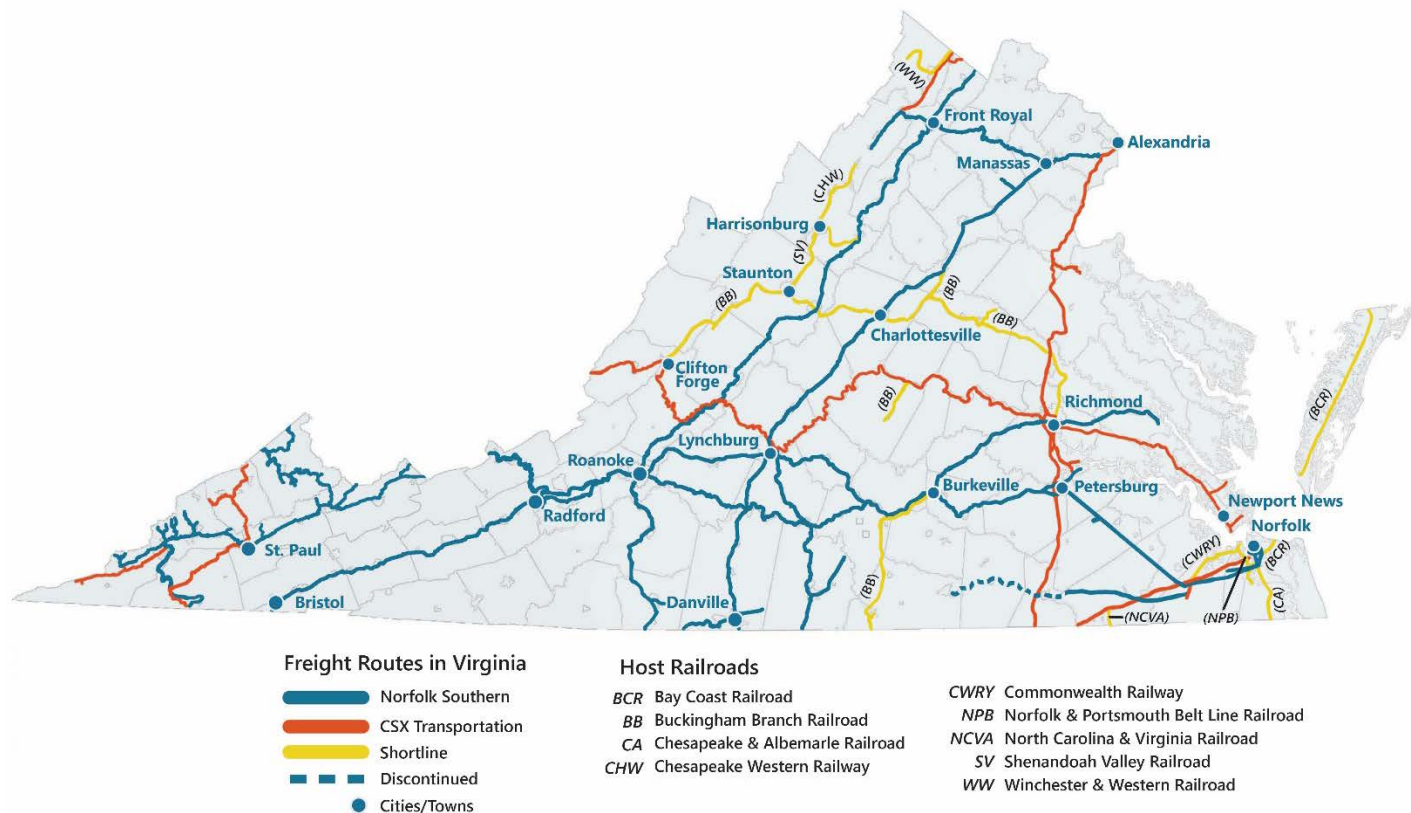
## 3.0 SHORLTINE RAILROADS IN VIRGINIA

The chapter identifies and describes Virginia’s nine shortline railroads. Included is a data sheet for the shortline railroads showing such details as ownership, miles owned and operated, physical characteristics of rail lines, commodities and carloads handled, connections with other railroads, potential improvement needs, and more. In 2016, the shortline railroads were asked to confirm the data appearing in the data sheets and to provide additional input, as appropriate. Eight of the nine shortline railroads in Virginia participated. No physical inspections of Virginia’s shortline railroads were conducted during development of the Virginia State Rail Plan.

**Figure 3-1** identifies with yellow lines the networks of the state’s shortline railroads in the context of the Virginia rail network. Each of the shortline railroads identified in the map below are described in this chapter.



**Figure 3-1: Virginia's Shortline Railroad Network**



Source: Virginia DRPT and Virginia's shortline railroads

## 3.1 Bay Coast Railroad (BCR)

Bay Coast Railroad (BCR) operates the former Eastern Shore Railroad over a line once owned by the Pennsylvania Railroad (PA). BCR operations began in 1981, over this line from Pocomoke City, Maryland, to Norfolk, Virginia. This north-south route on the Delmarva Peninsula was originally established in 1884 and is still the most direct route between the U.S. Northeast and Norfolk. The rail line is unique in its ability to handle special overheight and width rail shipments, as required—shipments that could not be accommodated on the NS and CSX mainline corridors historically because of tunnel and bridge restrictions (particularly in urban areas). BCR operates 63 miles of mainline and a 26-mile car float (ferry) operation from Cape Charles, Virginia, on the Delmarva Peninsula, across the Chesapeake Bay to Little Creek, Virginia, on the mainland. A tug boat is used to move the car floats. This float operation is not presently operating.

BCR interchanges with NS and the Norfolk & Portsmouth Belt Line Railroad in Norfolk and the Delmarva Central Railroad (DCR) in Pocomoke City, Maryland, with rail yards in Cape Charles and Little Creek.

**Figure 3-2** includes a datasheet for BCR identifying additional details and operating and physical characteristics of the BCR network in Virginia.

### Figure 3-2: BCR Datasheet

Railroad:

Bay Coast Railroad

Alpha Code:	BCR						
Operator:	Cassatt Management, LLC (D/B/A Bay Coast Railroad)						
Parent Company:							
Contact:	Alex Parry						
Phone:	(757) 331-8762						
Email:	<a href="mailto:aparry@baycoastrailroad.com">aparry@baycoastrailroad.com</a>						
Company Website:							
SERVICE AREA							
Counties in Virginia:	Northampton, Accomack, Norfolk, Virginia Beach						
Principal Stations in Virginia:	Norfolk (Little Creek) and Cape Charles						
RAIL TRAFFIC							
Principal Commodities:	LP gas, AG chemicals, aggregates, grain						
Annual Carloads in Virginia (2015):							1,389
VIRGINIA ROUTE MILES							
Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
Cape Charles Division (Cape Charles, Virginia-Virginia/Maryland state line)	57.0	57.0	0.0	57.0	0.0	0.0	1 to 2 per week
Little Creek Division (Norfolk, Virginia,	6.0	6.0	0.0	1.4	4.6	4.7	1 to 2 per week



Area)							
<b>Total</b>	<b>63.0</b>	<b>63.0</b>	<b>0.0</b>	<b>58.4</b>	<b>4.6</b>	<b>4.7</b>	<b>2 to 4 per week</b>

#### TRACK CHARACTERISTICS (as necessary by line segment)

<b>FRA Track Class:</b>	Class 1 and Class 2
<b>Operating Speed:</b>	Class 1 (10 mph) and Class 2 (15 mph)
<b>Signal System:</b>	None
<b>Line Density (2015):</b>	Unknown
<b>Weight Limits:</b>	286,000 lbs.
<b>Vertical Clearance and Restrictions:</b>	22 feet high (Above Top of Rail) and 14 feet wide
<b>FRA Excepted Track</b>	<ul style="list-style-type: none"> <li>• Cape Charles Division Mainline, Milepost 64.0 to Milepost 71.0 (10 mph)</li> <li>• Cape Charles Division, Cape Charles Yard (5 mph)</li> <li>• Little Creek Division, Diamond Springs Line, Milepost 5.3 to Milepost 6.6 (10 mph)</li> <li>• Little Creek Division, Little Creek Yard (5 mph)</li> </ul>

#### INTERCHANGE POINTS

<b>Location:</b>	<b>Railroad:</b>
<ul style="list-style-type: none"> <li>• Norfolk (Portlock Yard)</li> <li>• Norfolk (Coleman Place)</li> <li>• Pocomoke, Maryland (North of New Church, Virginia)</li> </ul>	<ul style="list-style-type: none"> <li>• NS</li> <li>• NPBL (CSX via NPBL)</li> <li>• Delmarva Central Railroad (DCR)</li> </ul>

#### FACILITIES

<b>Type:</b>	<b>Location:</b>
<ul style="list-style-type: none"> <li>• Classification Yards</li> <li>• Transload Facility</li> <li>• Intermodal Facility</li> <li>• Mechanical Facility</li> </ul>	<ul style="list-style-type: none"> <li>• Cape Charles Yard (Cape Charles, Virginia)</li> <li>• Little Creek Yard (Norfolk, Virginia)</li> <li>• Little Creek Yard</li> <li>• None</li> <li>• None</li> </ul>

#### BRIDGES

Number of Bridges on BCR in Virginia: N/A	Number of Bridges in Need of Repair: N/A
Number of Bridges in Need of Upgrade to Handle 286K Loads: N/A	Other Bridge Comments, if applicable: N/A

#### PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS

<b>Location:</b>	<b>Description:</b>
None	





FUNDED CAPITAL PROJECTS (infrastructure and other improvements)	
<b>Identification and Description:</b>	<b>Estimated Costs, if known:</b>
None other than the projects that are already on file with Virginia DRPT	
FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)	
<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers	
<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>
OTHER COMMENTS	
<b>Identification:</b>	<b>Description:</b>

Source: BCR

## 3.2 Buckingham Branch Railroad (BB)

Buckingham Branch Railroad (BB) is a family-owned shortline railroad operating 275 miles of historic track in Central Virginia, and it is the largest shortline railroad in the state in terms of route miles operated. The BB owns and operates a 17-mile line between Dillwyn and Brems, Virginia, known as the Buckingham Division, and historically a former Chesapeake & Ohio Railway (C&O) line. BB also leases and operates a 200-mile-long line of railroad from Richmond to Clifton Forge, Virginia, which is a former C&O mainline owned by CSX. This line is known as the Richmond and Alleghany Division and is further divided into the Piedmont and North Mountain subdivisions. In addition, BB leases and operates an approximately 56-mile line from NS between Burkeville and Clarksville, Virginia. This former chapter of Southern Railway's Richmond Division is known as the Virginia Southern Division. The company's headquarters is in Dillwyn.

The BB receives freight cars from CSX at Strathmore on the Buckingham Division and at Doswell and Clifton Forge. It also receives railcars from NS at Charlottesville, Orange, and Waynesboro, Virginia, on the Richmond and Alleghany Division. The Shenandoah Valley Railroad also interchanges freight cars with the BB at Staunton.



Outbound freight on the Buckingham Division consists mainly of wood chips, lumber, crushed slate, and kyanite ore. Inbound freight includes fertilizer. The Richmond and Alleghany Division carries both inbound and outbound products, including plastic pellets, paper, lumber, gypsum board, and coal.

CSX uses the Richmond and Alleghany Division to move unit trains of empty coal cars between Richmond and Clifton Forge. CSX also originates unit rock trains that operate on the line between Verdon and Richmond. Amtrak operates its long-distance Cardinal passenger train route (Chicago, Illinois-New York, New York) over the BB between Clifton Forge, Gordonsville, and Orange, Virginia, three days a week, providing local station service at Clifton Forge, Staunton, and Charlottesville, Virginia. BB also partners with the National Railway Historic Society to offer seasonal excursion rides departing from Dillwyn.

The Virginia Southern Division of BB is an approximately 58-mile line that runs from Burkeville southward to Clarksville, Virginia. The portion of the line between Clarksville, Virginia, and Oxford, North Carolina, is owned by NS, and is not currently in use.. The Virginia Southern Division is located in Keysville and interchanges with NS at Burkeville.

**Figure 3-3** includes a datasheet for BB identifying additional details and operating and physical characteristics of the BB network in Virginia.

**Figure 3-3: BB Datasheet**

Railroad: Buckingham Branch Railroad	
<b>Alpha Code:</b>	BB
<b>Operator:</b>	Buckingham Branch Railroad
<b>Parent Company:</b>	Buckingham Branch Railroad Company
<b>Contact:</b>	Steve Powell
<b>Phone:</b>	(434) 983-3300 x 227
<b>Email:</b>	<a href="mailto:steve.powell@buckinghambranch.com">steve.powell@buckinghambranch.com</a>
<b>Company Website:</b>	<a href="http://www.buckinghambranch.com">www.buckinghambranch.com</a>
SERVICE AREA	
<b>Counties in Virginia:</b>	Buckingham, Nottoway, Prince Edward, Charlotte, Lunenburg, Mecklenburg, Henrico, Hanover, Louisa, Orange, Albemarle, Nelson, Augusta, Rockbridge, Bath, and Alleghany

**Principal Stations in Virginia:** Dillwyn, Keysville, Doswell, Charlottesville, and Staunton

## RAIL TRAFFIC

**Principal Commodities:** Wood chips, wood ties, plastic, clay, coal, sand, paper, aggregates, butane, cement, ag products, scrap steel, and empty rail cars

### Annual Carloads in Virginia (2015):

- 13,422 carloads handled by BB
- 177,655 overhead empties handled by CSX; 11,622 rock cars handled by CSX
- 312 passenger trains operated over BB by Amtrak

## VIRGINIA ROUTE MILES

Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
<b>Buckingham Division</b> (Bremo, Virginia-Dillwyn, Virginia)	17	17	0	17	0	3	1
<b>Virginia Southern Division</b> (Burkeville, Virginia-Clarksville, Virginia)	58	58	0	0	58	3	0-1
<b>Richmond &amp; Alleghany Division</b> Piedmont Subdivision (Richmond, Virginia-Gordonsville, Virginia)	75	75	0	0	75	0	5-8
Orange Branch (Orange, Virginia-Gordonsville, Virginia)	9	9	0	0	9	0	1
North Mountain Subdivision (Gordonsville, Virginia-Clifton Forge, Virginia)	116	116	0	0	116	3	6-10
<b>Total</b>	<b>275</b>	<b>275</b>	<b>0</b>	<b>17</b>	<b>258</b>	<b>9</b>	<b>10-15</b>

## TRACK CHARACTERISTICS (as necessary by line segment)

### FRA Track Class:

- Buckingham Division – Class 1
- Virginia Southern Division – Excepted Track



	<ul style="list-style-type: none"> <li>Richmond &amp; Alleghany Division: Piedmont Subdivision – Class 2, , North Mountain Subdivision – Class 3, Orange Branch – Class 3</li> </ul>
<b>Operating Speed:</b>	<ul style="list-style-type: none"> <li>Buckingham Division – 10 mph freight, 15 mph passenger</li> <li>Virginia Southern Division – 10 mph freight</li> <li>Richmond &amp; Alleghany Division: Piedmont Subdivision – 25 mph freight, Orange Branch – 40 mph freight / 60 mph passenger, North Mountain Subdivision – 40 mph freight / 60 mph passenger</li> </ul>
<b>Signal System:</b>	<ul style="list-style-type: none"> <li>Centralized Traffic Control (CTC) on the Orange Branch and North Mountain Subdivision</li> </ul>
<b>Line Density (2015):</b>	<ul style="list-style-type: none"> <li>Buckingham Division – 0.5 GTM</li> <li>Virginia Southern Division – 0.5 GTM</li> <li>Richmond &amp; Alleghany Division – 9 GTM</li> </ul>
<b>Weight Limits:</b>	<ul style="list-style-type: none"> <li>Buckingham Division – 286,000 lbs.</li> <li>Virginia Southern Division – 263,000 lbs.</li> <li>Richmond &amp; Alleghany Division – 286,000 lbs.</li> </ul>
<b>Vertical Clearance and Restrictions:</b>	<ul style="list-style-type: none"> <li>Buckingham Division – None</li> <li>Virginia Southern Division – One overhead railroad bridge</li> <li>Richmond &amp; Alleghany Division – Two tunnels and two overhead highway bridges</li> </ul>
<b>FRA Excepted Track</b>	Virginia Southern Division

## INTERCHANGE POINTS

Location:	Railroad:
<ul style="list-style-type: none"> <li>Buckingham Division – Strathmore, Virginia</li> </ul>	<ul style="list-style-type: none"> <li>CSX</li> </ul>
<ul style="list-style-type: none"> <li>Virginia Southern Division – Burkeville, Virginia</li> </ul>	<ul style="list-style-type: none"> <li>NS</li> </ul>
<ul style="list-style-type: none"> <li>Richmond &amp; Alleghany Division – <ul style="list-style-type: none"> <li>Doswell, Virginia</li> <li>Charlottesville, Virginia</li> <li>Waynesboro, Virginia</li> <li>Staunton, Virginia</li> <li>Clifton Forge, Virginia</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>CSX</li> <li>NS</li> <li>NS</li> <li>SV (DGVR)</li> <li>CSX</li> </ul>

## FACILITIES

Type:	Location:
<ul style="list-style-type: none"> <li>Classification Yards</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
<ul style="list-style-type: none"> <li>Transload Facility</li> </ul>	<ul style="list-style-type: none"> <li>Doswell, Virginia; Dillwyn, Virginia; Staunton, Virginia</li> </ul>
<ul style="list-style-type: none"> <li>Intermodal Facility</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
<ul style="list-style-type: none"> <li>Mechanical Facility</li> </ul>	<ul style="list-style-type: none"> <li>Staunton, Virginia</li> </ul>

## BRIDGES

Number of Bridges on BB in Virginia: 122	Number of Bridges in Need of Repair: Approximately 10
Number of Bridges in Need of Upgrade to Handle	Other Bridge Comments, if applicable: Bridge repairs/upgrades are a continuous need. BB usually works



286K Loads: 0	on 3 to 4 bridges a year.
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#### PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS

Location:	Description:
R&A Division – North Mountain Subdivision (several locations)	Long passing sidings needed in order to efficiently pass Amtrak trains and CSX overhead trains. Too many passenger train delays because of no sidings long enough to hold CSX overhead trains.
Millboro Tunnel	Clearance restriction prevents movement of Plate F cars through the tunnel.

#### FUNDED CAPITAL PROJECTS (infrastructure and other improvements)

Identification and Description:	Estimated Costs, if known:
Tie Replacement on the Richmond & Alleghany Division	\$10 Million over the next 5 years
Rail Replacement on the Buckingham Division	\$2.3 Million over the next 5 years
Rail and Tie Replacement on the Virginia Southern Division	\$5 Million over the next 2 years
Bridge Upgrades on the R&A Division	\$1.8 Million over the next 5 years
Surface Improvements on the R&A Division	\$3.6 Million over the next 3 years
Bridge Improvements on the Buckingham Division	\$400,000 over the next 4 years
Switch Point Heater Installation on the R&A Division	\$700,000 next year
Reduction of Ice Formation in Afton Tunnel	\$350,000 over the next 2 years
Tie Replacement in Afton Tunnel	\$1.3 Million over the next 2 years
Welded Rail Installation on Piedmont Subdivision (5 miles)	\$2.5 Million over the next 2 years

#### FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)

Identification and Description:	Estimated costs, if known:
Develop Gordonsville and Doswell Transload Facilities	Unknown
Install Wayside Lubricators	\$500,000
Replace Siding and Industry Turnouts	\$1,620,000
Virginia Southern Division Bridge Improvements	\$985,000

#### OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers

Identification and Description:	Estimated costs, if known:
Welded Rail Installation on the Richmond & Alleghany Division	\$100 Million, estimated
Switch Replacement on the Richmond & Alleghany Division	\$1.4 Million, estimated
Double Stack Clearance – Two Tunnels and Two Bridges	Estimate not reported

## OTHER COMMENTS

**Identification:**

**Description:**

Source: BB

## 3.3 Chesapeake & Albemarle Railroad (CA)

Chesapeake & Albemarle Railroad (CA) is a shortline railroad and is part of the North Carolina & Virginia Railroad (NCVA), which was acquired by Genesee & Wyoming, Inc. in 2012. CA started operations on April 2, 1990, and operates on 68 miles of former Norfolk Southern Railway (NS) line from Chesapeake, Virginia, to Edenton, North Carolina. CA operates 18 miles of rail in Virginia along this route, which is leased from NS. It is headquartered in Ahoskie, North Carolina, and interchanges with NS at Chesapeake, Virginia. CA was spun off from the NS network in the 1980s as part of the NS Thoroughbred Short Line Program. The major commodities hauled include agricultural products, stone, lumber, and plastic.

**Figure 3-4** includes a datasheet for CA identifying additional details and operating and physical characteristics of the CA network in Virginia.

**Figure 3-4: CA Datasheet**

Railroad:		Chesapeake and Albemarle railroad	
Alpha Code:	CA		
Operator:	Chesapeake & Albemarle Railroad		
Parent Company:	Genesee & Wyoming		
Contact:	Dave Bordner		
Phone:	(410) 984-4138		
Email:	dbordner@gwrr.com		
Company Website:	www.gwrr.com		
SERVICE AREA			
Counties in Virginia:	Chesapeake		
Principal Stations in Virginia:	Chesapeake		
RAIL TRAFFIC			



Principal Commodities:		Stone, Fertilizer, Lumber, Plastic					
Annual Carloads in Virginia (2015):		● Estimated 4,000-6,000					
VIRGINIA ROUTE MILES							
Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
Milepost 4.0 to Milepost 22.1							
(Between Chesapeake, Virginia, and the Virginia/North Carolina state line)	18.1	18.1	0.0	0.0	18.1	0.0	1
Total	18.1	18.1	0.0	0.0	18.1	0.0	1
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Signal System:	None						
Line Density (2015):	Unknown						
Weight Limits:	263,000 lbs.						
Vertical Clearance and Restrictions:	Plate F (17 Feet Above Top of Rail)						
FRA Excepted Track	None						
INTERCHANGE POINTS							
Location:				Railroad:			
● Portlock Yard (Chesapeake, Virginia)				NS			
FACILITIES							
Type:				Location:			
● Classification Yards							
● Transload Facility							
● Intermodal Facility							
● Mechanical Facility							



BRIDGES	
Number of Bridges on CA in Virginia: 5	Number of Bridges in Need of Repair: 5
Number of Bridges in Need of Upgrade to Handle 286K Loads: 5	Other Bridge Comments, if applicable:
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location: None	Description:
FUNDED CAPITAL PROJECTS (infrastructure and other improvements)	
Identification and Description: None	Estimated Costs, if known:
FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)	
Identification and Description: None	Estimated costs, if known:
Six Year Track Infrastructure Improvement Project	\$4,000,000
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers	
Identification and Description:	Estimated costs, if known:
Mainline Rehabilitation from Milepost 4.0 to Milepost 22.1 Including Rail, Ties, and Surfacing.	\$13,000,000
OTHER COMMENTS	
Identification:	Description:

Source: CA

## 3.4 Chesapeake Western Railway (CHW)

Chesapeake Western Railway (CHW) is an intrastate railroad operating subsidiary of NS, including 43 miles of track, located in west-central Virginia. The CHW has a north-south line, which extends between Mt. Jackson and Pleasant Valley, Virginia (historically, a former Baltimore & Ohio Railroad line), and an east-west line which extends between Elkton and Harrisonburg, Virginia (part of the historic Chesapeake Western Railway). The two lines intersect in Harrisonburg and carry milled grain products for the poultry industry.

**Figure 3-5** includes a datasheet for CHW identifying additional details and operating and physical characteristics of the CHW network in Virginia.





**Figure 3-5: CHW Datasheet**

Railroad:		Chesapeake Western Railway					
Alpha Code:	CHW						
Operator:	CHW						
Parent Company:	Operating Subsidiary of Norfolk Southern Railway (NS)						
Contact:							
Phone:							
Email:							
Company Website:							
SERVICE AREA							
Counties in Virginia:	Rockingham and Shenandoah						
Principal Stations in Virginia:	Elkton, Harrisonburg, Pleasant Valley, and Mt. Jackson						
RAIL TRAFFIC							
Principal Commodities:	Milled grain products						
Annual Carloads in Virginia (2015):							
VIRGINIA ROUTE MILES							
Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
CHW System in Virginia							
(Mt. Jackson-Pleasant Valley, Virginia, and Elkton-Harrisonburg, Virginia)	43	43	0	43	0	0	
Total	43	43	0	43	0	0	
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:							
Operating Speed:							
Signal System:							



<b>Line Density (2015):</b>	
<b>Weight Limits:</b>	
<b>Vertical Clearance and Restrictions:</b>	
<b>FRA Excepted Track</b>	
<b>INTERCHANGE POINTS</b>	
<b>Location:</b>	<b>Railroad:</b>
<ul style="list-style-type: none"> <li>Elkton</li> <li>Pleasant Valley</li> </ul>	<ul style="list-style-type: none"> <li>NS</li> <li>SV (DGVR)</li> </ul>
<b>FACILITIES</b>	
<b>Type:</b>	<b>Location:</b>
<ul style="list-style-type: none"> <li>Classification Yards</li> <li>Transload Facility</li> <li>Intermodal Facility</li> <li>Mechanical Facility</li> </ul>	
<b>BRIDGES</b>	
Number of Bridges on CHW in Virginia:	Number of Bridges in Need of Repair:
Number of Bridges in Need of Upgrade to Handle 286K Loads:	Other Bridge Comments, if applicable:
<b>PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS</b>	
<b>Location:</b>	<b>Description:</b>
None	
<b>FUNDED CAPITAL PROJECTS (infrastructure and other improvements)</b>	
<b>Identification and Description:</b>	<b>Estimated Costs, if known:</b>
<b>FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)</b>	
<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>
<b>OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers</b>	
<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>



#### OTHER COMMENTS

##### Identification:

##### Description:

Source: Virginia DRPT

## 3.5 Commonwealth Railway (CWRV)

Commonwealth Railway (CWRV) is a shortline railroad operating 17 miles of track of the former Norfolk, Franklin, and Danville Railway (NF&D) line from Suffolk to Portsmouth, Virginia. Its local office is in the Wilroy area of Suffolk. CWRV was spun off from NS in the 1980s as part of its Thoroughbred Short Line Program. CWRV was acquired by Genesee & Wyoming, Inc. in 1996. CWRV purchased the remaining interest in the line from NS with funding assistance from DRPT's Rail Enhancement Program in 2008. From 2007 to 2009, Virginia Ports Authority (VPA) and CWRV worked to complete the Commonwealth Railway Mainline Safety Relocation Project. This project removed 4.5 miles of railway with 14 at-grade crossings traveling through the densely developed areas of Chesapeake and Portsmouth to the APM Terminal at the Port of Virginia in Portsmouth. The heavily used rail corridor was relocated to the median of Route 164, which had been constructed in the 1980s anticipating the need for a freight rail corridor in the future. The project cost \$60 million and in September 2010, an additional \$9 million in ARRA Stimulus funding was approved to add a second track to the median.

CWRV is the serving rail carrier to the new APM Terminal in Portsmouth providing doublestack rail service to the new container terminal and the future Craney Island Marine Terminal under construction by VPA. The mainline relocation improvements will allow CWRV to continue to serve the APM Terminal with a high-density freight rail with improved safety and less interference with traffic in the communities. Industries in the West Norfolk area of Portsmouth are also served by CWRV.

CWRV provides dual Class I railroad access to the marine terminals and industries in Portsmouth, with rail connections to both NS and CSX near Suffolk. CWRV also operates a new rail marshalling yard near Suffolk to assemble intermodal train segments from the APM Terminal into full unit trains for transit to various inland locations.

**Figure 3-6** includes a datasheet for CWRV identifying additional details and operating and physical characteristics of the CWRV network in Virginia.

**Figure 3-6: CWRV Datasheet**

Railroad:		Commonwealth Railway					
Alpha Code:		CWRV					
Operator:		Commonwealth Railway					
Parent Company:		Genesee & Wyoming					
Contact:		Dave Bordner					
Phone:		(410) 984-4138					
Email:		dbordner@gwrr.com					
Company Website:		<a href="http://www.gwrr.com">www.gwrr.com</a>					
SERVICE AREA							
Counties in Virginia:		Suffolk, Chesapeake, and Portsmouth					
Principal Stations in Virginia:		CP Murray, Suffolk, Boone, and West Norfolk					
RAIL TRAFFIC							
Principal Commodities:		Intermodal, chemicals					
Annual Carloads in Virginia (2015):			Estimated 160,000-180,000 (includes containers)				
VIRGINIA ROUTE MILES							
Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
Milepost 0.0 – Milepost 16.5  (Between Portsmouth and Suffolk, Virginia)	16.5	16.5	0.0	16.5	0.5	0.0	4
Total	16.5	16.5	0.0	16.5	0.5	0.0	4
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:		Class 2					
Operating Speed:		20 mph					

<b>Signal System:</b>	None
<b>Line Density (2015):</b>	Unknown
<b>Weight Limits:</b>	286,000 lbs.
<b>Vertical Clearance and Restrictions:</b>	22'11" Above Top of Rail
<b>FRA Excepted Track</b>	None

#### INTERCHANGE POINTS

<b>Location:</b>	<b>Railroad:</b>
<ul style="list-style-type: none"> <li>Marshalling Yard (Intermodal)</li> </ul>	<ul style="list-style-type: none"> <li>CSX</li> </ul>
<ul style="list-style-type: none"> <li>Marshalling Yard (Intermodal)</li> </ul>	<ul style="list-style-type: none"> <li>NS</li> </ul>
<ul style="list-style-type: none"> <li>NS Yard in Suffolk, Virginia</li> </ul>	<ul style="list-style-type: none"> <li>NS</li> </ul>

#### FACILITIES

<b>Type:</b>	<b>Location:</b>
<ul style="list-style-type: none"> <li>Classification Yards</li> </ul>	None
<ul style="list-style-type: none"> <li>Transload Facility</li> </ul>	None
<ul style="list-style-type: none"> <li>Intermodal Facility</li> </ul>	None
<ul style="list-style-type: none"> <li>Mechanical Facility</li> </ul>	None

#### BRIDGES

Number of Bridges on CWRV in Virginia: 22	Number of Bridges in Need of Repair: 6
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0	Other Bridge Comments, if applicable:

#### PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS

<b>Location:</b>	<b>Description:</b>

#### FUNDED CAPITAL PROJECTS (infrastructure and other improvements)

<b>Identification and Description:</b>	<b>Estimated Costs, if known:</b>
FY2017 Virginia DRPT Six-Year Improvement Program	\$3,713,931

#### FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)

<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>
REF Marshalling Yard Expansion	\$ 24,354,775
Bridge 16.4 Repairs	\$600,000



OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers

**Identification and Description:**

**Estimated costs, if known:**

OTHER COMMENTS

**Identification:**

**Description:**

Source: CWRVY

## 3.6 Norfolk & Portsmouth Belt Line Railroad (NPBL)

Norfolk & Portsmouth Belt Line Railroad (NPBL) is a shortline railroad that has been operating in Norfolk, Portsmouth, and Chesapeake, Virginia, since 1898. The NPBL is owned by two Class I railroads – NS (57 percent) and by CSX (43 percent). It is a terminal switching railroad with a complex network of main tracks, sidings, industrial leads, and yards, and connections to the area’s multimodal network. NPBL links commerce around the deep-water port from Sewells Point to Portsmouth Marine Terminal, including along the Southern Branch of the Elizabeth River, and provides access to the national networks of its owners – CSX and NS. NPBL interchanges also interchanges with shortline railroad BCR.

**Figure 3-7** includes a datasheet for NPBL identifying additional details and physical and operating characteristics of the NPBL network in Virginia.

**Figure 3-7: NPBL Datasheet**

Railroad: <b>Norfolk &amp; Portsmouth Belt Line Railroad</b>	
<b>Alpha Code:</b>	NPBL
<b>Operator:</b>	NPBL
<b>Parent Company:</b>	Jointly Owned by NS (57 percent) and CSX (43 percent)
<b>Contact:</b>	Cannon Moss
<b>Phone:</b>	(757) 237-0888
<b>Email:</b>	cannon.moss@nscorp.com
<b>Company Website:</b>	www.npblrr.com
SERVICE AREA	
<b>Counties in Virginia:</b>	Chesapeake, Portsmouth, Norfolk
<b>Principal Stations in Virginia:</b>	Chesapeake



## RAIL TRAFFIC

**Principal Commodities:** Grain, ethanol, aggregates

**Annual Carloads in Virginia (2015):** 23,539

## VIRGINIA ROUTE MILES

Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
NPBL (First main track; route miles)	26.24	11.43	0.0	11.43	0.0	14.81	17 moves
NPBL (other rail mileage; not included in route-mile calculations)	36.32	23.78	0.0	23.78	0.0	12.54	
<b>Total (First main track; route miles only)</b>	<b>26.24</b>	<b>11.43</b>	<b>0.0</b>	<b>11.43</b>	<b>0.0</b>	<b>14.81</b>	<b>17 moves</b>

## TRACK CHARACTERISTICS (as necessary by line segment)

**FRA Track Class:** Class 2

**Operating Speed:** 10 mph

**Signal System:** N/A

**Line Density (2015):**

**Weight Limits:** >286,000 lbs.

**Vertical Clearance and Restrictions:** 23' Above Top of Rail

**FRA Excepted Track** N/A

## INTERCHANGE POINTS

Location:	Railroad:
<ul style="list-style-type: none"> <li>Chesapeake, Virginia – Berkley Yard</li> <li>Chesapeake, Virginia – Portlock Yard</li> <li>Norfolk, Virginia</li> </ul>	<ul style="list-style-type: none"> <li>CSX</li> <li>NS</li> <li>BCR</li> </ul>

## FACILITIES

Type:	Location:
<ul style="list-style-type: none"> <li>Classification Yards</li> <li>Transload Facility</li> <li>Intermodal Facility</li> </ul>	<ul style="list-style-type: none"> <li>6 (in the Chesapeake-Portsmouth-Norfolk Area)</li> <li>0</li> <li>0</li> </ul>



• Mechanical Facility	• 0
BRIDGES	
Number of Bridges on NPBL in Virginia: 7	Number of Bridges in Need of Repair: 0
Number of Bridges in Need of Upgrade to Handle 286K Loads:	Other Bridge Comments, if applicable:
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
<b>Location:</b>	<b>Description:</b>
FUNDED CAPITAL PROJECTS (infrastructure and other improvements)	
<b>Identification and Description:</b>	<b>Estimated Costs, if known:</b>
Replace Two Switches and +/- 850 Track-Feet of Rail at CSX Connection	\$216,250
Virginia Yard Expansion	\$4,154,000
New Yard Air System – Berkley Yard	\$150,000
FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)	
<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>
Rehabilitate Port Norfolk Yard (2017)	\$1,045,640
Third Track at Fredrick Yard (2017)	\$650,000
Resurface Poindextor Crossing (2017)	\$150,000
Tie Replacement (2018)	\$900,000
Small Bridge Maintenance (2019)	\$200,000
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers	
<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>
Painting Mainline Bridge	\$10,000,000
OTHER COMMENTS	
<b>Identification:</b>	<b>Description:</b>

Source: NPBL





## 3.7 North Carolina & Virginia Railroad (NCVA)

North Carolina and Virginia Railroad (NCVA) is a 54-mile shortline railroad that started in 1987 on the former Seaboard Air Line Railroad (SAL) line from Boykins, Virginia, to Tunis, North Carolina. NCVA was acquired by Genesee & Wyoming, Inc. in 2012. NCVA operates 3 miles of rail line in Virginia, from Boykins to the Virginia/North Carolina state line. It is headquartered in Ahoskie, North Carolina, and interchanges with CSX in Boykins. The major commodities hauled in Virginia include steel plate, grain, and plastic.

**Figure 3-8** includes a datasheet for NCVA identifying additional details and operating and physical characteristics of the NCVA network in Virginia.

**Figure 3-8: NCVA Datasheet**

Railroad:		North Carolina and Virginia Railroad	
Alpha Code:	NCVA		
Operator:	North Carolina & Virginia Railroad		
Parent Company:	Genesee & Wyoming		
Contact:	Dave Bordner		
Phone:	(410) 984-4138		
Email:	dbordner@gwrr.com		
Company Website:	www.gwrr.com		
SERVICE AREA			
Counties in Virginia:	Southampton		
Principal Stations in Virginia:	Boykins		
RAIL TRAFFIC			
Principal Commodities:	Steel Plate, Grain, Plastic		
Annual Carloads in Virginia (2015):		Estimated 14,000-16,000 carloads	
VIRGINIA ROUTE MILES			

Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
<b>Milepost 54.4 – Milepost 57.0</b>							
(Boykins, Virginia-Virginia / North Carolina state line)	2.6	2.6	0.0	2.6	0.0	0.0	2
<b>Total</b>	2.6	2.6	0.0	2.6	0.0	0.0	2

#### TRACK CHARACTERISTICS (as necessary by line segment)

<b>FRA Track Class:</b>	Class 1
<b>Operating Speed:</b>	10 mph
<b>Signal System:</b>	None
<b>Line Density (2015):</b>	Unknown
<b>Weight Limits:</b>	271,000 lbs.
<b>Vertical Clearance and Restrictions:</b>	Plate F (17 Feet Above Top of Rail)
<b>FRA Excepted Track</b>	None

#### INTERCHANGE POINTS

Location:	Railroad:
<ul style="list-style-type: none"> <li>Boykins, Virginia (Boykins Yard)</li> </ul>	<ul style="list-style-type: none"> <li>CSX</li> </ul>

#### FACILITIES

Type:	Location:
<ul style="list-style-type: none"> <li>Classification Yards</li> </ul>	
<ul style="list-style-type: none"> <li>Transload Facility</li> </ul>	
<ul style="list-style-type: none"> <li>Intermodal Facility</li> </ul>	
<ul style="list-style-type: none"> <li>Mechanical Facility</li> </ul>	

#### BRIDGES

Number of Bridges on NCVA in Virginia: 0	Number of Bridges in Need of Repair: 0
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0	Other Bridge Comments, if applicable:

#### PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS



Location:	Description:
FUNDED CAPITAL PROJECTS (infrastructure and other improvements)	
Identification and Description:	Estimated Costs, if known:
Southampton County Six-Year Track improvement and Upgrade	\$1,428,000
FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)	
Identification and Description:	Estimated costs, if known:
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers	
Identification and Description:	Estimated costs, if known:
OTHER COMMENTS	
Identification:	Description:

Source: NCVA

## 3.8 Shenandoah Valley Railroad (SV)

Shenandoah Valley Railroad (SV) is a privately owned shortline railroad extending for 20 miles northward from Staunton in Augusta County through Rockingham County to Pleasant Valley (Harrisonburg), Virginia. The line was originally built by the Baltimore and Ohio Railroad (B&O) and later purchased in 1942 by the historic Chesapeake Western Railway. The new shortline was formed in 1993 by several major shippers and adopted the old historic name which was not in use. SV is operated under contract. BB was the contract operator between 1993 and 2003, and BCR was the contract operator between 2003 and 2006. In 2006, the Durbin & Greenbrier Valley Railroad (DGVR) of Elkins, West Virginia, became the contract operator (DGVR also operates excursion trains on scenic routes in nearby West Virginia). The railroad interchanges with BB in Staunton, Virginia and CHW (NS) in Pleasant Valley. The major commodities hauled include soybeans, gas, and salt.

**Figure 3-9** includes a datasheet for SV identifying additional details and operating and physical characteristics of the SV network in Virginia.



**Figure 3-9: SV Datasheet**

Railroad:		Shenandoah Valley Railroad					
Alpha Code:	SV						
Operator:	Durbin & Greenbrier Valley Railroad (DGVR)						
Parent Company:							
Contact:	Lance Arey						
Phone:	540-568-1502						
Email:	lance_arey@cargill.com						
Company Website:	http://www.svrr-llc.com/						
SERVICE AREA							
Counties in Virginia:	Augusta and Rockingham						
Principal Stations in Virginia:	Staunton, Verona, Weyers Cave, Mt. Crawford, Pleasant Valley						
RAIL TRAFFIC							
Principal Commodities:	Soy Bean Meal, Fertilizer, LPG, Rock Salt						
Annual Carloads in Virginia (2015):			2,200				
VIRGINIA ROUTE MILES							
Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
SV Division	20.2	20.2	0.0	20.2	0.0	0.0	1
Total	20.2	20.2	0.0	20.2	0.0	0.0	1
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class 2						
Operating Speed:	25 mph						
Signal System:	None						
Line Density (2015):							
Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:	19' 4" Above Top of Rail						
FRA Excepted Track	None						



INTERCHANGE POINTS	
Location:	Railroad:
<ul style="list-style-type: none"> <li>Staunton, Virginia</li> <li>Pleasant Valley, Virginia</li> </ul>	<ul style="list-style-type: none"> <li>BB</li> <li>CHW (NS)</li> </ul>
FACILITIES	
Type:	Location:
<ul style="list-style-type: none"> <li>Classification Yards</li> <li>Transload Facility</li> <li>Intermodal Facility</li> <li>Mechanical Facility</li> </ul>	<ul style="list-style-type: none"> <li>None</li> <li>None operated by SV</li> <li>None</li> <li>Staunton, Virginia</li> </ul>
BRIDGES	
Number of Bridges on SV in Virginia: 18	Number of Bridges in Need of Repair: 18
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0	Other Bridge Comments, if applicable: Six steel bridges constructed in 1920s, four of which are 300-500 feet long and 60-90 feet tall. While generally sound, all need significant attention going forward.
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	Description:
Staunton, Virginia	Lack of sufficient interchange track and classification tracks
Pleasant Valley, Virginia	Lack of sufficient interchange tracks
Entire Length of Railroad	Lack of sufficient storage tracks; average of 2.5 grade crossings per mile, limiting train length
FUNDED CAPITAL PROJECTS (infrastructure and other improvements)	
Identification and Description:	Estimated Costs, if known:
Place ballast, surface and regulate Milepost 5.0 to Milepost 24.8	\$120,000
Replace 500 ties Milepost 13.0 to Milepost 15.0; Replace 80 switch ties, surface, and regulate area	\$120,000
Perform ditching between Milepost 9.0 and Milepost 15.0	\$57,000
Replace 2000 ties, surface and tamp Milepost 9.0 to Milepost 13.0; Ballast 500 tn Milepost 5.0 to Milepost 25.2; Replace 80 switch ties Milepost 7.0 to Milepost 25.0	\$368,550



Replace 2000 ties, surface and tamp Milepost 5.0 to Milepost 9.0; Ballast 1000 tn, 2 miles ditching	\$456,000
Replace 500 ties, surface and tamp Milepost 15.0 to Milepost 17.0; Ballast 500tn, 2 miles of ditching	\$198,000
Replace 2,000 ties, surface and dress track, Milepost 17 to Milepost 21, 2 miles of ditching, replace 100 switch ties	\$545,200
Replace 2000 ties Milepost 21 to Milepost 25	\$354,100
Place 1000 tons ballast Milepost 5 to Milepost 25	\$124,950
Two miles ditching: Milepost 5 to Milepost 25	\$59,500
Bridge No. 129	\$332,000
Upgrade Rail at Valley Feeds	\$240,200
Rebuild Mt Crawford Siding	\$75,000
NS Interchange	\$378,750
Bridge No. 125	\$40,400
VDOT Crossing	\$116,150
Bridge No. 120 Repair	\$277,319
VDOT Cut Milepost 23.5 Mud Track	\$214,000
Bridge No. 131	\$73,295
Staunton Yard South End Extension	\$348,000
Bridge No. 132	\$46,200
Bridge No. 111 Repair	\$225,000
Keezletown Grade Crossing	\$169,500
Bridge No. 136	\$50,850
Replace stone culvert with pipe at Bridge No. 122	\$81,200
Bridge No. 117	\$80,040
FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)	
<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>
Convert Bridge No. 116 to Culvert	\$75,000
Bridge No. 127 Headwall Repair	\$100,000
Bridge No. 118 Redecking	\$250,000
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers	

Identification and Description:	Estimated costs, if known:
Verona Spur	\$200,000
Maintenance Repair Track	\$250,000
Bridge No. 120 Southern Pier Improvemenst	\$800,000
Bridge No. 112	Approx. \$75,000
Bridge No. 114	Approx. \$120,000
Bridge No. 120A (Highway Overpass)	Approx. \$200,000 +
Bridge No. 124	Approx. \$75,000
Yearly Crosstie Replacement (Approx. 2,000 ties / year and ballast)	Approx. \$368,550 per year
Backroad State Graded Crossings (13 Crossings)	Approx. \$150,000 per crossing
Additional Storage Track Weyers Cave	Approx. \$450,000
OTHER COMMENTS	
Identification:	Description:

Source: SV

## 3.9 Winchester & Western Railroad (WW)

Winchester & Western Railroad (WW) began operations in 1918, and is based in Winchester, Virginia. The 54-mile shortline railroad (known as the WW Virginia Division), with 27 route miles in Virginia, operates between Gore and Winchester (on the historic Winchester & Western Railroad line, now known as the WW Sandman Branch) and from Winchester, up though the Eastern Panhandle of West Virginia, to Hagerstown, Maryland (on a former Pennsylvania Railroad line, now known as the WW WST Branch). WW has another railroad operation in New Jersey, which is not detailed here. WW is exclusively a freight line with connections to CSX at Winchester, Virginia, and NS to the north at Hagerstown, Maryland. In Virginia, WW handles sand, paper, plastics, minerals, metals, and biodiesel.

**Figure 3-10** includes a datasheet for WW identifying additional details and operating and physical characteristics of the WW network in Virginia.



**Figure 3-10: WW Datasheet**

Railroad:		Winchester and Western Railroad					
Alpha Code:		WW					
Operator:		Winchester and Western Railroad Co.					
Parent Company:		UNIMIN Corporation					
Contact:		Doug Long					
Phone:		304-596-2680					
Email:		Dlong@Unimin.com					
Company Website:		www.winchesterwesternrr.com					
SERVICE AREA							
Counties in Virginia:		Frederick					
Principal Stations in Virginia:		Gore, Clear Brook, Winchester					
RAIL TRAFFIC							
Principal Commodities:		Paper, Sand, Plastic Resin, Biodiesel, Limestone, Scrap Metal					
Annual Carloads in Virginia (2015):			5,434				
VIRGINIA ROUTE MILES							
Subdivision or Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per Day (can be presented as a range)
Sandman Branch (Gore-Winchester, Virginia)	18.0	18.0	0.0	18.0	0.0	0.0	1
WST Branch (Winchester, Virginia-Virginia/West Virginia state line)	9.0	8.5	0.5	9.0	0.0	0.0	2
Total	27.0	26.5	0.5	27.0	0.0	0.0	3
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:		Class 1					
Operating Speed:		10 mph					
Signal System:		None					





<b>Line Density (2015):</b>	Unknown
<b>Weight Limits:</b>	286,000 lbs.
<b>Vertical Clearance and Restrictions:</b>	None
<b>FRA Excepted Track</b>	Sandman Branch Milepost 0-18; WST Branch Milepost 114.5 – 115.5

#### INTERCHANGE POINTS

<b>Location:</b>	<b>Railroad:</b>
<ul style="list-style-type: none"> <li>Winchester, Virginia</li> </ul>	<ul style="list-style-type: none"> <li>CSX</li> </ul>
<ul style="list-style-type: none"> <li>Martinsburg, West Virginia</li> </ul>	<ul style="list-style-type: none"> <li>CSX</li> </ul>
<ul style="list-style-type: none"> <li>Hagerstown, Maryland</li> </ul>	<ul style="list-style-type: none"> <li>NS</li> </ul>

#### FACILITIES

<b>Type:</b>	<b>Location:</b>
<ul style="list-style-type: none"> <li>Classification Yards</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
<ul style="list-style-type: none"> <li>Transload Facility</li> </ul>	<ul style="list-style-type: none"> <li>HH Omps, Winchester, Virginia</li> </ul>
<ul style="list-style-type: none"> <li>Intermodal Facility</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
<ul style="list-style-type: none"> <li>Mechanical Facility</li> </ul>	<ul style="list-style-type: none"> <li>Sandman Branch (Milepost 17.5; at Gore, Virginia)</li> </ul>

#### BRIDGES

Number of Bridges on in Virginia: 16	Number of Bridges in Need of Repair: 5
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0	Other Bridge Comments, if applicable: Bridge deck replacement scheduled

#### PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS

<b>Location:</b>	<b>Description:</b>

#### FUNDED CAPITAL PROJECTS (infrastructure and other improvements)

<b>Identification and Description:</b>	<b>Estimated Costs, if known:</b>
Capacity Upgrade Sandman FY 2017	\$1,018,160
Bridge Deck Renewal FY 2017	\$110,000

#### FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)

<b>Identification and Description:</b>	<b>Estimated costs, if known:</b>
Capacity Upgrade Sandman Branch and Bridge Deck Renewal	\$1,150,000



OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers

**Identification and Description:**

**Estimated costs, if known:**

Grade Crossing Sandman Branch Milepost 18.5

\$300,000

Yard Tracks Rehab WST Branch Milepost 113-114

\$400,000

OTHER COMMENTS

**Identification:**

**Description:**

None

None

Source: WW

## 4.0 INDUSTRIAL RAILROADS IN VIRGINIA

Industrial railroads exist in Virginia that typically provide intraplant and interplant rail switching service to industrial and manufacturing customers and to coordinate and facilitate carload interchange with Class I or III railroads. These small privately owned switching railroads operate over short segments of private industrial track on private property, and exist at many mines and various agricultural, manufacturing, and industrial facilities in Virginia. These operations can be owned and operated by the company they serve or can be operated under a contract agreement with an outside party. Due to their classification, the mileage of privately owned industrial track is not included in route-mile calculations of the Virginia rail network. Specific industrial railroad applications and private track ownership in Virginia are not identified in the Virginia State Rail Plan.

## 5.0 MAJOR RAILROAD YARDS AND FACILITIES IN VIRGINIA

The chapter identifies the location of known major Class I and III railroad yards and facilities in Virginia, including the following:

- **Yard / Terminal** – Locations with yards where railcars are switched, classified, and stored and where trains are built and staged. Virginia's principal rail yards are located throughout the state.



- **Intermodal / Port Facility** – Location where the transfer of trailers and containers between road and rail modes occurs or a location where the transfer of containers and bulk freight commodities between rail and water modes occurs. There are intermodal and port facilities in Virginia.
- **Transload Facility** – Other “intermodal” facility location where freight is transferred between two modes of transportation. There are transload facilities on the Virginia rail network. Commonly transloaded commodities include finished and unfinished goods, automobiles, food and beverage products, lumber, metals, paper, building materials, and other packaged bulk commodities.
- **Freight Car Repair Facilities** – Locations where railcars used for freight transportation may be repaired in Virginia.
- **Locomotive Repair and Servicing Facilities** – Locations where railroad locomotives may be repaired and / or serviced (which may include fueling) in Virginia.

## 5.1 Class I Railroads

Major freight rail yards and facilities of Class I railroads in Virginia (and intermodal / port facilities with direct and indirect access to the state’s Class I railroads), to the extent known through coordination with the state’s railroads, are shown for CSX<sup>12</sup> and NS<sup>13</sup> in **Table 5-1**.

**Table 5-1: Virginia Class I Railroads Major Freight Rail Yards and Facilities in Virginia**

City	Yard / Terminal	Intermodal / Port Facility	Transload Facility	Freight Car Repair Facilities	Locomotive Repair and Servicing Facilities
Alexandria	NS		NS (rail-truck transfer facility)		
Andover	NS				
Boykins	CSX				
Bristol	NS				
Chesapeake	NS (Portlock Yard)	NS	NS		
Clifton Forge	CSX				
Crewe	NS				

<sup>12</sup> CSX in Virginia Fact Sheet; July 12, 2016

<sup>13</sup> Norfolk Southern in Virginia (Fact Sheet), 2016; and other data provided by NS on May 2, 2017, during development of the Virginia State Rail Plan

City	Yard / Terminal	Intermodal / Port Facility	Transload Facility	Freight Car Repair Facilities	Locomotive Repair and Servicing Facilities
Danville	NS				
Fredericksburg			CSX (transflo terminal service bulk transfer terminal)		
Front Royal		NS (Virginia Inland Port)			
Grundy	NS				
Hopewell	CSX, NS				
Lynchburg	CSX, NS				
Manassas	NS				
Newport News	CSX	CSX (Newport News Marine Terminal)			
Norfolk	NS (Lamberts Point)	CSX, NS (Norfolk International Terminals)	NS (rail-truck transfer facility and Lamberts Point coal transloading terminal)		
Norton	NS				
Petersburg	CSX		NS (rail-truck transfer and auto distribution facilities)		
Portsmouth	NS	CSX, NS (Virginia International Gateway, Portsmouth Marine Terminal)	CSX		
Radford	NS				
Richmond	CSX (Acca Yard, Fulton Yard, South	CSX, NS (Richmond	CSX (transflo terminal	CSX	CSX



City	Yard / Terminal	Intermodal / Port Facility	Transload Facility	Freight Car Repair Facilities	Locomotive Repair and Servicing Facilities
	Richmond Yard), NS (Belle Isle Yard)	Marine Terminal)	service bulk transfer terminal)		
<b>Roanoke</b>	NS		NS (rail-truck transfer facility)	NS	NS
<b>Shenandoah</b>	NS				
<b>Suffolk</b>	NS				
<b>Winchester</b>	CSX				

Source: CSX, NS, and Virginia DRPT

## 5.2 Shortline Railroads

Major freight rail yards and facilities of shortline railroads in Virginia (and intermodal / port facilities with direct access to the state's shortline railroads), to the extent known through coordination with the state's railroads, are shown in **Table 5-2**.

**Table 5-2: Virginia Shortline Railroads Major Freight Rail Yards and Facilities in Virginia**

City	Yard/Terminal	Intermodal / Port Facility	Transload Facility	Freight Car Repair Facilities	Locomotive Repair and Servicing Facilities
<b>Cape Charles</b>	BCR				
<b>Chesapeake</b>	NPBL				
<b>Dillwyn</b>			BB		
<b>Doswell</b>			BB		
<b>Gore</b>				WW	WW
<b>Norfolk</b>	BCR, NPBL	NPBL	BCR		
<b>Portsmouth</b>		CWRY, NPBL			
<b>Staunton</b>	BB, SV		BB, SV	BB	BB
<b>Winchester</b>			WW		

Source: Virginia's shortline railroads and Virginia DRPT

## 6.0 RAIL-PORT CONNECTIONS IN VIRGINIA

Owing to its prominent position and facilities on the national railroad network and the Atlantic Ocean, Virginia is located at a multimodal crossroads, where competitive domestic and international transportation are provided for the benefit of Virginians, the nation, and the global marketplace. Rail-port connections in the state are identified and described generally in this chapter.

### 6.1 Waterways and Marine Terminals

As presented in the Virginia Statewide Multimodal Freight Study, Phase 1 document, Virginia boasts the single best water transportation asset on the East Coast of the U.S.: the Chesapeake Bay and its tributaries. The Chesapeake Bay is the largest estuary in the U.S., and provides the deepest channels for waterborne transportation on the East Coast. The channels are ice-free year-round.<sup>14</sup>

As such, cargo terminals are located predominately along the natural deepwater harbors formed by the confluence of the Elizabeth River, James River, and Nansemond River. Due to the size and the depths of these channels, the marine terminals at Hampton Roads are uniquely positioned as the only U.S. facilities on the Atlantic coast capable of handling next generation “mega containerships.”<sup>15</sup>

Waterborne freight entering Hampton Roads continues on to the Port of Richmond up the James River and north to Baltimore, Maryland, and other major destinations. There are over 350 miles of navigable channels with drafts that allow shallow waterborne freight to be transported.<sup>16</sup>

According to the Virginia Statewide Multimodal Freight Study, over 325 commercial terminals can be identified as residing on Virginia waterways. Many are smaller concerns and the list includes private marina and smaller seafood terminal locations.<sup>17</sup> The Virginia Statewide Multimodal Freight Study, Phase 1 highlights the larger terminal facilities, such as:

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<sup>14</sup>

[http://www.virginiadot.org/projects/vtrans/resources/VA\\_Statewide\\_Multimodal\\_Freight\\_Study\\_Final%20Report%20COMPLETE.pdf](http://www.virginiadot.org/projects/vtrans/resources/VA_Statewide_Multimodal_Freight_Study_Final%20Report%20COMPLETE.pdf)

<sup>15</sup> Ibid.

<sup>16</sup> Ibid.

<sup>17</sup> Ibid.

- Hampton Roads
  - Virginia Port Authority
  - Private Container Terminals
  - Private Coal Terminals
  - U.S. Government Facilities
- Other Virginia Public and Private Port Facilities

All of the principal port facilities have rail access to one or more rail services – CWRV, CSX, NPBL, and NS – with CSX and NS ultimately providing access to rail markets outside of Virginia.<sup>18</sup>

## 6.2 Rail Intermodal Facilities

### 6.2.1 NEWPORT NEWS MARINE TERMINAL

The Newport News Marine Terminal (NNMT) is the Virginia Port Authority's main break-bulk and roll-on/roll-off facility along the north bank of the James River. This deepwater port offers two piers with four vessel berths. In addition, the NNMT facility also contains 33,900 feet of rail tracks provided by CSX.<sup>19</sup>

NNMT provides direct, on-dock rail service with CSX, with the ability to transfer with Norfolk Southern in Richmond, Virginia. NNMT also has a permanent roll-on, roll-off ramp for loading/unloading of rail cars largely benefitting construction and agricultural customers.<sup>20</sup>

NNMT is located just off Interstate 664 in downtown Newport News, Virginia. This facility has easy access to Interstate 64, Interstate 95, U.S. Route 460, U.S. Route 17, and U.S. Route 58.<sup>21</sup>

### 6.2.2 NORFOLK INTERNATIONAL TERMINALS

Located in the Hampton Roads, Virginia, area and along the Elizabeth and Lafayette rivers, Norfolk International Terminals (NIT) is the Virginia Port Authority's largest terminal. NIT is a deepwater port and is capable of handling 12,000 to 14,000 twenty-foot equivalent (TEU) vessels.<sup>22</sup>

<sup>18</sup> [http://www.vtrans.org/resources/150416\\_FINAL\\_Master\\_Rail\\_Plan\\_for\\_the\\_Port\\_of\\_Virginia-cvr.pdf](http://www.vtrans.org/resources/150416_FINAL_Master_Rail_Plan_for_the_Port_of_Virginia-cvr.pdf)

<sup>19</sup> <http://www.portofvirginia.com/facilities/newport-news-marine-terminal-nnmt/>

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

<sup>22</sup> <http://www.portofvirginia.com/facilities/norfolk-international-terminals-nit/>

NIT has direct rail access to Norfolk Southern’s Heartland Corridor, allowing second-day double-stack service from Virginia ports to Midwestern markets. NIT also has substantial working and storage track space to accommodate rail volume through Virginia.<sup>23</sup> NIT has over 18,000 feet of working track arranged in twelve, 1,500 foot sections allowing for direct NS service and CSX service via the Norfolk & Portsmouth Belt Line. There are also 65,000 feet of terminal access and storage tracks, with another 9,000 feet of tracks in terminal Marshall Yard.<sup>24</sup>

NIT is located adjacent to Interstate 64, Interstate 564, and Hampton Boulevard in Norfolk, Virginia, with additional easy access to U.S. Route 17 and U.S. Route 58.<sup>25</sup>

### 6.2.3 PORTSMOUTH MARINE TERMINAL

Portsmouth Marine Terminal (PMT) is a rail intermodal and marine terminal located on the west bank of the Elizabeth River in Portsmouth, Virginia. The terminal is able to handle containers, break-bulk, and roll-on/roll-off cargo with truck, water, and rail access. The facility is served directly by Class I railroads CSX and NS, via the Norfolk and Portsmouth Belt Line.<sup>26</sup>

### 6.2.4 RICHMOND MARINE TERMINAL

Richmond Marine Terminal (RMT), formerly known as “The Port of Richmond,” is located along the west bank of the James River in Richmond, Virginia. The facility is owned by the City of Richmond and leased by the Virginia Port Authority, under an agreement that began in late 2010.<sup>27</sup>

The facility has a 1,570-foot long wharf available for berthing and handles containers, temperature-controlled containers, break-bulk, bulk, and neo-bulk cargo, along with 7,775 feet of track allowing for direct access for CSX and NS (via local rail switch).<sup>28</sup> RMT is located adjacent to Interstate 95.

### 6.2.5 VIRGINIA INLAND PORT

The Virginia Inland Port (VIP) is an intermodal container transfer facility in Front Royal, Virginia (Warren County) owned by the Virginia Port Authority (VPA).<sup>29</sup>

<sup>23</sup> Ibid.

<sup>24</sup> <http://www.portofvirginia.com/facilities/norfolk-international-terminals-nit/specs/>

<sup>25</sup> <http://www.portofvirginia.com/facilities/norfolk-international-terminals-nit/>

<sup>26</sup> <http://www.portofvirginia.com/facilities/portsmouth-marine-terminal-pmt/specs/>

<sup>27</sup> <http://www.portofvirginia.com/facilities/richmond-marine-terminal-rmt/>

<sup>28</sup> Ibid.

<sup>29</sup> <http://www.portofvirginia.com/facilities/virginia-inland-port-vip/>



VIP occupies 161 acres of land and is approximately 60 miles west of Washington, D.C. The terminal brings The Port of Virginia 220 miles closer to inland markets and enhances service to the Washington D.C. / Baltimore Metro Region by providing rail service to the terminals in Hampton Roads. VIP also consolidates and containerizes local cargo for export.<sup>30</sup>

The terminal is serviced by 17,820 feet of rail track that runs adjacent to Norfolk Southern's Crescent Corridor and along Interstate 66 and Interstate 81.<sup>31</sup>

### 6.2.6 VIRGINIA INTERNATIONAL GATEWAY

Virginia International Gateway (VIG) is a privately owned marine container terminal located along the Elizabeth River in Portsmouth, Virginia. The facility was commissioned in July 2007, and is the largest privately-owned container terminal in the U.S. In July 2010, the VPA and VIG entered into a 20-year lease agreement under which the VPA is now operating VIG.<sup>32</sup>

This deepwater port is one of the only functional automated container terminals in the Western Hemisphere. Phase I of VIG's development can process over one million TEUs annually. Phase II will add approximately 60 acres in additional space and another one million-plus TEUs in capacity.<sup>33</sup>

VIG offers a direct interchange to the interstate highway system and double-stack rail intermodal service. The facility is equipped with a six-track on-dock intermodal yard, with an intermodal transfer facility served by Norfolk Southern and CSX through an operating agreement with the Commonwealth Railway. The terminal has 13,200 feet of working track, which is directly served by Commonwealth Railway with on dock connections interchanging with both NS and CSX.<sup>34</sup>

VIG is located just off VA-164W in Portsmouth, with easy access to Interstate 64, U.S. Route 17, and U.S. Route 58.<sup>35</sup>

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<sup>30</sup> Ibid.

<sup>31</sup> Ibid.

<sup>32</sup> <http://www.portofvirginia.com/facilities/vig/>

<sup>33</sup> Ibid.

<sup>34</sup> <http://www.portofvirginia.com/facilities/vig/>

<sup>35</sup> Ibid.

**Figure 6-1: Virginia International Gateway**



Source: Google Earth; November 10, 2015 image