

Richmond Terminal

General Acca Yard Instructions

Rev B, September 2026

General Instructions:

The Acca Yardmaster (YM) on duty shall have administrative control, subject to Division Superintendent and Traffic Manager override, of all tracks, freight car and locomotive movement inside of Acca Yard limits at Richmond, VA.

The Superintendent or Traffic Manager's right to override the Yardmaster does not extend to safety regulation violations, such as the switching of dangerous cargos without buffer cars.

The Acca Yardmaster on duty shall have the ability to name and assign his or her assistants, hostlers, car inspectors and other crafts as necessary to support the movement of freight across the railroad in a safe manner.

North Acca Tower Control

The Acca Yardmaster or his or her designee shall be in control of the North Acca Control Point (NA CP) through the use of the Centralized Traffic Control (CTC) Machine installed at Acca Yard.

Malfunctions of the CTC Machine shall be reported to Richmond Terminal management at the earliest opportunity, and the yard crew should utilize the workaround procedures to change power turnout state, and verbally grant permission to crews to pass the signal aspects at the NA CP.

Yard Power:

RF&P 182 and 183, SD40-2s, should be used for switching duties inside Acca Yard.

Foreign power may be used for switching duties on failure of 182 or 183.

Trains Departing Northbound

All trains departing Acca Yard northbound to Potomac Yard | Arlington VA require the use of locomotives with cab signals

Cab Signaled Units:

RF&P 121-127 GP40

RF&P 141-147 GP40-2

RF&P 131-137 GP35

Any Conrail (CR)

Any Amtrak (AMTK)

Trains Arriving with Cab Signal Equipped Locomotives should have the cab signaled units removed and reserved for northbound trains.