

Division Operating Officers

Amory

DONNIE RIDDLE Trainmaster 257-6716
TOM WRIGHT Trainmaster

Birmingham

BILL BRODRICHT General Foreman Mech. 320-3675
GERALD BUZBEE Roadmaster 320-3666
TOM GIBSON Terminal Manager 320-3600

Blytheville

GEORGE DUNCAN Roadmaster 864-2369
BILL RUTHERFORD Trainmaster 864-2589

Cape Girardeau

BILL BELONGY Trainmaster 864-2581
STEVE MAGRUDER Roadmaster 864-2584

Demopolis

GARY BURDICK Roadmaster (334) 289-4070

Jonesboro

RON KENDALL Roadmaster 864-2574

Memphis

BOBBY BROOKS Terminal Manager 369-6100
MARVIN BROWN Roadmaster 369-6166
TODD GRIMES Terminal Superintendent 369-6161
MARTIN LOVELADY Road Foreman 369-6159
BILL MAYS Terminal Manager 369-6738
DAVE RICHTER Director Administration 369-6177
RAY STIMART Superintendent Operations 369-6123
BURNIE VAUGHN Division Engineer 369-6162
ARNOLD WILKERSON Terminal Manager 369-6100
BRAD WELTY Manager, Safety & Rules 369-6193
DAN WILLIAMS General Foreman Cars 369-6171

Mobile

JIM SANDERS Trainmaster 438-7760

St. Louis

CHUCK LOFTON Road Foreman 768-7055

Thayer

DAVID CARMONDY Trainmaster

BNSF



Memphis Division

Timetable No. 1

IN EFFECT AT 0001

Central Continental Time

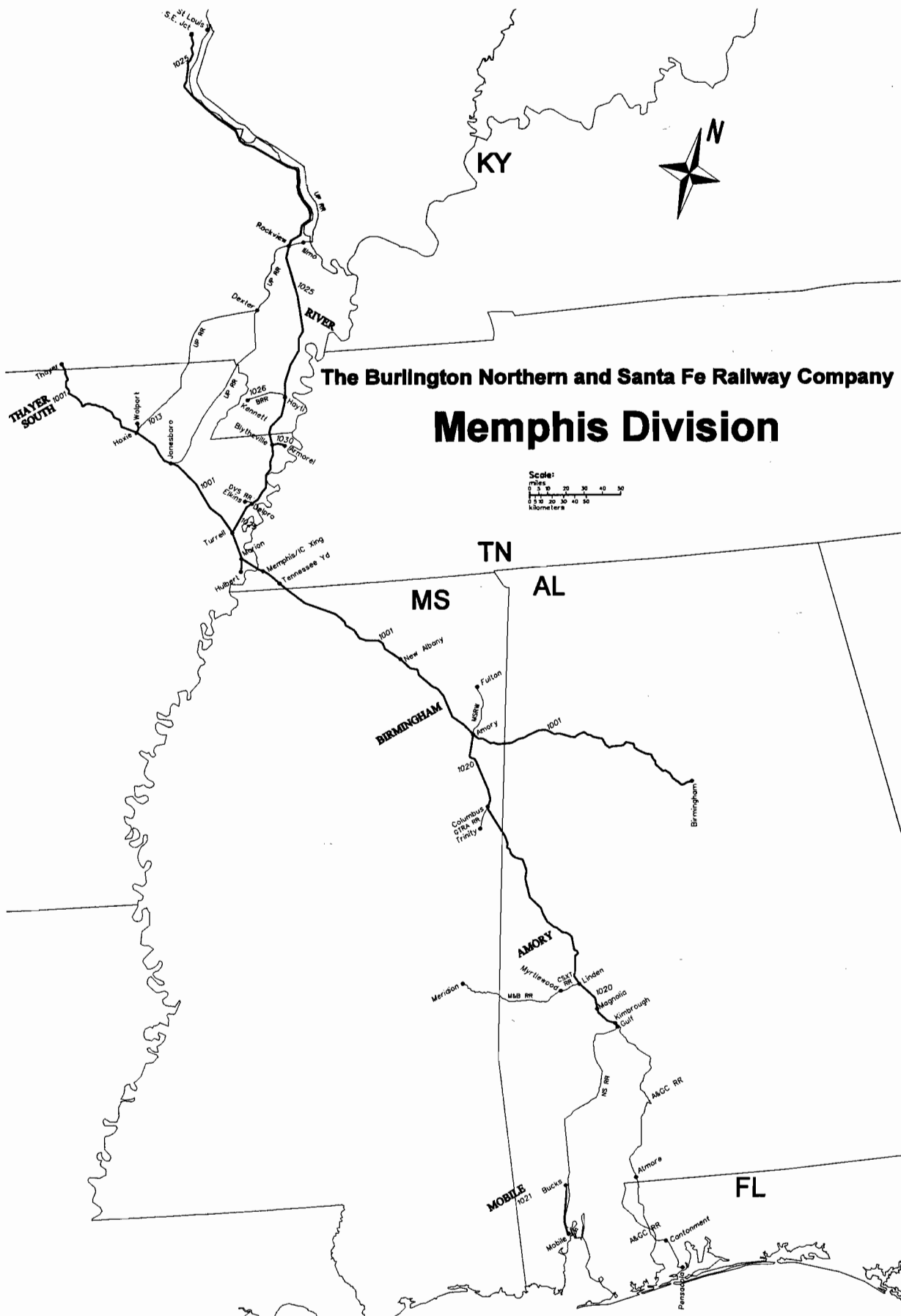
Wednesday, April 1, 1998

Division Superintendent

T.D. Sarrett

Memphis, Tennessee

(901) 369-6114



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Amory Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EAST WARD ↑
				Rule 4.3					
		93611	612.3	AMORY	BJTR			11.4	
		98624	623.7	ABERDEEN (Aberdeen Lead 3.6 Miles)	T			7.2	
		98631	630.9	HAMILTON				6.0	
		98637	636.9	KOLOLA SPRINGS				1.9	
	7,900	98639	638.8	AIRPORT				8.5	
			647.3	CG	A			0.9	
		98648	648.2	COLUMBUS	BJR			0.6	
			648.8	KCS	A			4.3	
		98653	653.1	WHITBURY (To Eka Noble Chemical 1.3 Miles)				7.6	
		98661	660.7	FORRESTON				8.6	
	8,600	98669	669.3	PICKENSVILLE				10.6	
		98680	679.9	ALICEVILLE				14.8	
		98695	694.7	W GREENE				5.7	
		98700	700.4	MT HEBRON				4.8	
		98705	705.2	CROSSROADS OF AMERICA INDUSTRIAL PARK (1.8 Miles)		TWC		2.9	
	7,880	98708	708.1	BOLIGEE	J			0.1	
			708.2	NS	A			12.4	
		98721	720.6	FORKLAND				3.8	
		98724	724.4	CENTRALIA (To Green City Pwr Plant 1.6 Miles)	T			4.5	
			728.9	WARRIOR BRIDGE	A			2.3	
		98731	731.2	DEMOPOLIS (To Gulf States Paper via NS 9 Miles)	BJ			4.0	
		98735	736.5	STOKLEY				0.4	
		98736	735.6	GREEN TREE				13.1	
			748.7	CSX	A			0.6	
	1,900	98749	749.3	LINDEN	J			14.9	
	4,700	98764	764.2	MAGNOLIA	BR			9.8	
		98774	774.0	KIMBROUGH	JR			0.1	
			774.1	NS	A			2.0	
			776.1	GULF				163.8	

Radio Channel No. 70 in service.

Radio Call-In		
Amory - 84(X)	Amory - 83(X)	Columbus - 23(X)
Aliceville - 43(X)	Boligee - 53(X)	Demopolis - 63(X)
Magnolia - 83(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Phone Numbers

Asst. Chief Dispatcher—(817) 234-6158
 Dispatcher—(817) 234-6150 or 234-6153, (800) 666-1392

Mobile Radio		Access Digit	Disconnect Digit
Amory	334-4423	*1	#1
Demopolis	320-3560	*1	#1

1. Speed Regulations

1(A). Speed—Maximum

Amory to Gulf **Freight**
49 MPH.

1(B). Speed—Permanent Restrictions

Aberdeen Spur from Wye to New Bridge 30 MPH.
 MP 635.2 to MP 635.9 25 MPH.
 MP 649.3 to MP 648.8 20 MPH.
 MP 679.0 to MP 681.0 25 MPH.
 MP 708.2 interlocking (HE only) 20 MPH.
 MP 725.1 to MP 725.3 (Bridge) 25 MPH.
 MP 726.9 to MP 729.2 Southward Trains 10 MPH.
 MP 729.2 to MP 733.0 Southward Trains 25 MPH.
 MP 728.5 to MP 730.9 Northward Trains 10 MPH.
 MP 730.9 to MP 733.0 Northward Trains 25 MPH.
 MP 745.9 (Bridge) 25 MPH.
 MP 748.7 interlocking (HE only) 20 MPH.
 MP 748.7 to MP 759.0 25 MPH.
 MP 774.2 to MP 775.0 30 MPH.
 MP 775.0 to MP 776.1 35 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Sidings 10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Amory to Boligee 134 tons
 Boligee to Demopolis 143 tons
 Demopolis to Gulf 134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Trains 100 TOB and over are not permitted on sidings at Whitbury and Pickensville.

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

- Hamilton—Kerr McGee tracks
- Whitbury Spur

3. Type of Operation

CTC—in effect:

Between opposing signals of dual control switch No. 1 Track MP 612.3. It is controlled by Birmingham Subdivision dispatcher.

TWC—in effect:

Amory to Gulf

Restricted Limits—in effect:

MP 612.3 to MP 613.5
 MP 644.8 to MP 649.7
 MP 762.5 to MP 766.0
 MP 772.5 to MP 774.2

4. General Code of Operating Rules Items

Rule 8.11—Magnolia, main track switches at north and south end of yard may be left lined and locked in the position last used. Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels, or Other Structures: None
- B. Other FED Locations
 - MP 633.7—Recall Code 838
 - MP 657.5 (DED Only)
 - MP 697.9 (DED Only)

6. FRA Excepted Track—None**7. Special Conditions**

Amory—All trains, engines, and Maintenance of Way on-track equipment entering or leaving Amory yard from the north or south must first have permission from the footboard yardmaster. Contact the footboard yardmaster on radio channel 46 or 70.

Amory and Aliceville—5 MPH when handling hazardous material on all yard and back tracks.

Between Amory and Gulf—Cars loaded with pulpwood will not be pulled from wood yards unless properly bumped up to provide standard clearance. Cars loaded in excessive height (above top of bulkheads) will not be moved. Trains handling 10 foot pulpwood on wall board cars will handle near head end of train.

Whitbury—Lead can be used for local service only.

Green Tree Spur—At Highway 80 crossing, crew must flag the crossing.

Highway 21 Crossing until engine over crossing 5 MPH.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments**Road Line Segment****Line Segment Limits**

1020 Amory to Gulf

9. Locations Not Shown as Stations—None

Length of Siding (Feet)	Station Nos.	Mile Post	Birmingham Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	93496	496.4	TENNESSEE YARD	BJT	Rule 6.28		1.5	
		497.9	S. TENNESSEE YARD				2.1	
	93500	500.0	MINERAL WELLS				11.2	
10,590	93512	511.2	BYHALIA			⌋	16.0	
8,875	93528	527.2	TOURS			⌋	1.1	
	93529	528.3	HOLLY SPRINGS	J		⌋	12.7	
7,990	93541	541.0	POTTS CAMP			⌋	11.1	
10,114	93552	552.1	MYRTLE			⌋	9.2	
6,636	93561	561.3	PECK			⌋	1.0	
		562.3	KCS	A		⌋	0.7	
	93562	563.0	NEW ALBANY	J		⌋	8.4	
7,480	93571	571.4	REESE			⌋	11.0	
7,303	93582	582.4	BELDEN			⌋	5.1	
	93588	587.5	TUPELO	JT		⌋	0.7	
		588.2	KCS	A		⌋	3.4	
8,135	93592	591.6	PLANTERSVILLE			⌋	11.1	
6,904	93603	602.7	ARJAY			⌋	8.5	
	93611	611.2	AMORY	BJT	CTC	⌋	9.1	
8,411	93621	620.3	JUDGE			⌋	8.1	
6,554	93629	628.4	GATTMAN			⌋	12.8	
7,586	93642	641.2	BEAVERTON			⌋	13.4	
8,653	93655	654.6	WINFIELD			⌋	14.6	
5,596	93699	669.2	ELDRIDGE			⌋	5.9	
8,158	93675	675.1	CARBON HILL			⌋	7.1	
7,505	93683	682.2	TOWNLEY			⌋	11.5	
		693.7	NS	A		⌋	0.1	
	93694	693.8	JASPER	J		⌋	4.6	
7,634	93698	698.4	ALMA			⌋	5.1	
6,316	93704	703.5	BENOIT			⌋	13.7	
7,679	93713	712.2	QUINTON			⌋	2.9	
	93715	715.1	PALOS			⌋	7.2	
6,826	93722	722.3	ADAMSVILLE			⌋	2.7	
8,032	93725	725.0	OAKWOOD			⌋	4.1	
		729.1	CSX NS BS	A		⌋	0.2	
		729.3	PRATT CITY			⌋	0.9	
	93732	730.2	BIRMINGHAM	YBT	2MT	⌋	238.8	

Radio Channel No. 39 in service.

Radio Call-In		
Holly Spring - 14(X)	Sherman - 24(X)	Amory - 84(X)
Guin - 54(X)	Jasper - 64(X)	Birmingham - 74(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Phone Numbers
 Asst. Chief Dispatcher—(817) 234-6158
 Dispatcher—(817) 234-6154, (800) 666-1393

Mobile Radio	Access Digit	Disconnect Digit
Memphis	369-6147	*2 #2
Holly Springs	369-6747	*1 #1
Sherman	257-6724	*1 #1
Amory	334-4423	*1 #1
Guin	257-6725	*2 #2
Jasper	320-3655	*2 #2
Birmingham	320-3647	*1 #1

1. Speed Regulations

1(A). Speed—Maximum

Tennessee Yard to Birmingham	Freight 60 MPH.
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1(B). Speed—Permanent Restrictions

MP 513.8 to MP 514.0	50 MPH.
MP 520.1 to MP 528.1	45 MPH.
MP 528.1 to MP 528.7	30 MPH.
MP 528.7 to MP 530.6	45 MPH.
MP 530.6 to MP 534.6	50 MPH.
MP 534.6 to MP 535.6	45 MPH.
MP 535.6 to MP 535.9	40 MPH.
MP 535.9 to MP 538.1	45 MPH.
MP 550.4 to MP 550.6	50 MPH.
MP 561.3 to MP 562.3	50 MPH.
MP 562.3 to MP 562.6	30 MPH.
MP 562.6 to MP 574.0	45 MPH.
MP 574.0 to MP 575.7	50 MPH.
MP 586.4 to MP 587.4	45 MPH.
MP 587.4 to MP 588.6	20 MPH.
MP 610.6 to MP 612.2 (HE only)	20 MPH.
MP 619.5 to MP 620.0	55 MPH.
MP 620.0 to MP 624.9	45 MPH.
MP 634.3 to MP 634.9	55 MPH.
MP 649.1 to MP 649.9	50 MPH.
MP 649.9 to MP 650.2	40 MPH.
MP 654.3 to MP 667.8	45 MPH.
MP 667.8 to MP 668.1	40 MPH.
MP 668.1 to MP 688.7	45 MPH.
MP 688.7 to MP 688.8	40 MPH.
MP 688.8 to MP 692.4	45 MPH.
MP 692.4 to MP 693.0	30 MPH.
MP 693.0 to MP 699.3	45 MPH.
MP 699.3 to MP 699.7	40 MPH.
MP 699.7 to MP 701.3	45 MPH.
MP 701.3 to MP 708.2	30 MPH.
MP 708.2 to MP 715.0	35 MPH.
MP 715.0 to MP 724.8	30 MPH.
MP 724.8 to MP 728.1	35 MPH.
MP 728.1 to MP 729.1	30 MPH.
MP 729.1 to MP 730.2	25 MPH.
MP 730.2 to MP 731.3 Both main tracks	20 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:	
Trains up to 100 TOB	20 MPH.
Trains 100 TOB and over	10 MPH.

1(D). Speed—Other

Sidings:	
Trains up to 100 TOB	20 MPH.
Trains 100 TOB and over	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car	
Tennessee Yard to Birmingham	143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Shari—Futorian—Six-axle locomotives and six-axle derricks not permitted. (Does not include Shari Pass.)

Cars must not be kicked into Tracks 3, 4 or 5.

Tupelo—Multiple unit engine must not be used on north leg Wye and Reeds Spur.

Between Winfield and Birmingham—When train exceeds 5500 trailing tons, has locomotive horsepower greater than 5000, and other than intermodal type equipment, the following must be handled in rear half of train only:

1. Empty 85 ft. long or longer flat cars not equipped with multi-level racks.
2. 85 ft. long or longer flat cars loaded with empty trailers and/or containers.

Jasper—Locomotive cannot be operated over unloading pit on Wilcutt Track.

3. Type of Operation

CTC—in effect:
MP 497.9 to MP 730.2.

Sidings—All sidings are controlled sidings.

Yard Limits—in effect:
MP 730.2 to MP 731.3.

4. General Code of Operating Rules Items

Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout

Rule 6.28—in effect between: Tennessee Yard and STY.

Rule 9.12.1—Absolute signals governing movement through interlockings at MP 588.2, MP 693.7 and MP 729.1 are also controlled signals. To pass stop indication crew must comply with Rule 9.12.3 by complying with instructions in the release box and comply with Rule 9.12.1 by contacting the BNSF control operator.

Rule 10.2—Main Track switches not equipped with electric locks:

- | | |
|-----------------------------------|---------------------------------|
| MP 498.3 Glass House | MP 590.4 Tupelo Scrap |
| MP 501.3 Asplundh | MP 600.7 Nettleton |
| MP 502.8 North Shanult | MP 634.7 Oil Field Mud & Cream |
| MP 510.9 Brickmill | MP 648.2 Universal |
| MP 511.3 Gem Switch | MP 655.6 Brasher |
| MP 511.9 House Track | MP 660.1 Glen Allen |
| MP 512.7 Byhalia Industrial Track | MP 663.3 Bazemore |
| MP 527.0 Holly Springs Brick Mill | MP 702.1 Alabama State Dock Trk |
| MP 541.1 South House Track | MP 705.8 Nelson Brothers |
| MP 564.0 Bench Craft | MP 729.2 North Pratt Pass |
| MP 577.1 Sherman | MP 729.8 American Lumber |
| MP 589.8 Olympic | MP 730.0 South Pratt Pass |
| MP 590.0 Leggit & Platt | |

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures

Radio Tone Detectors:
MP 699.7—SWD only (DED Only)
MP 704.6—NWD only (DED Only)

B. Other FED Locations

MP 519.3—Recall Code 147
MP 545.1—Recall Code 148
MP 577.6—Recall Code 248
MP 597.8—Recall Code 847
MP 631.9—Recall Code 848
MP 651.5—Recall Code 548
MP 678.1—Recall Code 647
MP 696.5—Recall Code 648
MP 699.7—NWD only (DED Only) Radio Tone
MP 704.6—SWD only (DED Only) Radio Tone
MP 707.0 (DED Only) Radio Tone
MP 710.0 (DED Only) Radio Tone
MP 714.5 (DED Only) Radio Tone
MP 716.1 (DED Only) Radio Tone
MP 719.9 (DED Only) Radio Tone
MP 723.9 (DED Only) Radio Tone
MP 728.1 (DED Only) Radio Tone

6. FRA Excepted Track—None

7. Special Conditions

Tennessee Yard—See Thayer Subdivision for all Individual Subdivision Special Instructions applicable north of STY.

Between STY and Birmingham

At following crossings, crew must flag the crossing:
Olive Branch Shanult Lumber Spur No. 2 and House Track at Mill Street crossing.

Cordova Dock Track, Highway 173.

Pratt City House Track at Avenue F, MP 729.3.
House Track at Avenue W, MP 729.7

Birmingham—All street crossings Roberts Field Industrial Park. 27th Avenue North near 35th St.—North Birmingham.

Handling Pulpwood Cars—Cars loaded with pulpwood will not be pulled from wood yards unless properly bumped up to provide standard clearance. Cars loaded in excessive height (above top of bulkheads) will not be moved. Trains handling 10 foot pulpwood on wallboard cars will handle near head end of train.

STY—Prior to passing absolute signal at STY, inbound trains must contact yardmaster for instructions on track to yard train, and route to be used.

New Albany—Highway warning devices located at Highland Street, MP 562.5 protects the east connection track through the road crossing only.

Tupelo—For SOUTHWARD TRAINS ONLY at the KCS automatic interlocking MP 588.2, to comply with GCOR Rule 9.9.1, PASSING APPROACH TO AUTOMATIC INTERLOCKING, apply 15 MPH as the determining speed in the rule instead of 25 MPH.

Amory—All trains, engines, and Maintenance of Way on-track equipment entering or leaving Amory yard from the north or south must first have permission from the footboard yardmaster. Contact the footboard yardmaster on radio channel 4646 or 7070.

Birmingham

B.S. Crossing—Railroad crossing with Birmingham Southern Railroad at MP 731.3 protected by gate.

Operators of Hy-Rail and other on-track equipment must contact yardmaster at Birmingham before occupying either main track between MP 730.2 and 731.3.

Crews of arriving or departing trains must contact the yardmaster at Birmingham before occupying either main track within yard limits between MP 730.2 and 731.3.

Crews of arriving or departing trains will keep radios tuned to Channel 39 and maintain communication with dispatcher, yardmaster, mechanical forces and others on that channel. Except in emergency situations or when necessary to communicate directly with yard engine crews for safety, road train crews will not routinely communicate on yard channels.

On Birmingham Southern Railroad, crossing at Norfolk Southern Railroad main track is protected by gate and normal position is against Birmingham Southern Railroad.

Grade crossing serving Wade Sand & Gravel must not be blocked more than 10 minutes. If crossing cannot be cleared within that time, crew must notify Birmingham Yardmaster who in turn must notify Wade Sand & Gravel the approximate length of time crossing must be blocked.

Thomas Yard—Outbound trains ready to depart must not leave yard track until permission is granted from Yardmaster. Conductors of northward trains will arrange to have train inspected on both sides as train departs, when practicable.

Birmingham Southern Railroad—BNSF crews will stay in the clear of main track at Birmingham Southern Interchange Track, Thomas Yard, until they communicate with Operator at East Thomas Yard to request permission. Operator at Thomas Yard will communicate with Birmingham Southern Train Director and request permission on Birmingham Southern Main Track.

Upon receipt of permission, the Operator at Thomas Yard will authorize BNSF crews to use Birmingham Southern Main Track. After clearing Birmingham Southern Main Track, BNSF crews will notify the Operator at Thomas Yard that they are in the clear and that switches are lined and locked for Birmingham Southern main track movement. Operator will then give up permission to Birmingham Southern Train Director.

Manual Interlockings

Block 1—NS 10th Ave & 28th St.

Block 2—NS 23rd Ave. North & 27th St.

American Cast Iron Pipe Company—Switches must be left as found. Track No. 5 (Scale Track) must be left clear. There is a split switch derail on one rail and a standard derail on the opposite rail on entrance track to classification yard, approximately 300 feet west of ACIPCO main entrance at 16th Street.

Vinita Jct.—Railroad crossing protected by gate with CSX; normal position of gate will be against BNSF route.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Yard Line Segments

Line Segment Limits

1121 Memphis Back Tracks
1122 Tennessee Yard
1123 Amory
1124 Birmingham

Road Line Segments

Line Segment Limits

1001 Tennessee yard to Birmingham

9. Locations Not Shown as Stations

	Name	Miles - Location	Capacity Cars	Switch Opens
93502	Olive Branch	5.3 south of Memphis	25	North
93548	Hickory Flat	7.0 south of Potts Camp	6	South
93559	Shari	1.6 north of Peck	94	Both
93577	Sherman	5.1 north of Belden	60	North
93600	Nettleton	2.4 north of Arjay	18	South
93635	Sulligent	6.5 south of Gattman	85	Both
93649	Guin	6.1 north of Winfield	52	Both
93660	Glen Allen	9.0 north of Eldridge	70	South
93663	Bazemore	6.2 north of Eldridge	10	North
93702	Cordova	2.0 north of Benoit	150	Both

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mobile Subdivision		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS						
			851.4	END OF TRACK					1.1	
		95852	852.5	M&T CHEMICAL					5.9	
		95858	858.4	GETTY					1.8	
		95860	860.2	REED MINERALS					2.6	
		95864	862.8	SARALAND					4.7	
		95868	867.5	CHICKASAW		Y	TWC		1.0	
			868.5	TERMINAL JCT		JY			0.1	
			868.6	NS		AY		2.0	
			870.6	THREE MILE CREEK		MY			2.9	
		95874	873.5	MOBILE		BY			22.1	

Radio Channel No. 70 in service.

Radio Call-In	
Y Bucks - 65(X)	Mobile - 75(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3	

Train Dispatchers' Phone Numbers

Asst. Chief Dispatcher—(817) 234-6157 or 234-6158
 Dispatcher—(817) 234-6150 or 234-6153, (800) 666-1392

Mobile Radio	Access Digit	Disconnect Digit
Mobile	438-7210	*1 #1

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 851.4 to MP 861.0	40 MPH.
MP 861.0 to MP 867.0	30 MPH.
MP 867 to Mobile	10 MPH.

1(B). Speed—Permanent Restrictions

MP 866.1 to MP 866.2 (Bridge)	10 MPH.
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1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

All Tracks Terminal RR. Alabama State Docks	10 MPH.
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2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 MP 851.4 to Mobile 131.5 tons
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:
 MP 851.4 to Mobile

Yard Limits—in effect:
 MP 867.0 to MP 873.5

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—See GCOR Rule 6.12

All tracks except main track following locations:
 MP 867.5 and MP 868.5—including Chair Factory Lead.

7. Special Conditions

Between MP 851.4 and Mobile—At the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning device has been operating long enough to provide warning.

MP 858.1	Radcliff Road	Creola
MP 861.8	Baker Road	Satsuma
MP 863.0	Bayou Sara	Saraland
MP 864.5	Jacintoport Road	Saraland
MP 865.3	Industrial Parkway	Saraland
MP 867.5	Shipyard Street	Chickasaw

Between Terminal Jct. and Mobile—Terminal Railway Alabama State Docks tracks. General Code of Operating Rules apply.

Mobile—On Alabama State Dock property do not operate six-axle locomotives beyond new dump on the Inside Loop Track in the new yard at McDuffie Coal Terminal.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Yard Line Segments

Line Segment	Limits
1127	Mobile

Road Line Segments

Line Segments	Limits
1021	End of Track to Mobile

9. Locations Not Shown as Stations—None

Length of Siding (Feet)	Station Nos.	Mile Post	River Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.
			MAIN LINE	STATIONS			
		7.3	SE JCT	J	Rule 6.28	1.8	
	98008	9.1	MUTUAL			3.4	
	98012	12.5	ALPHA			12.4	
8,600	98025	24.9	BYERS			13.8	
	98039	38.7	FESTUS			3.4	
7,111	98040	42.1	CRYSTAL	BJ		7.6	
	98047	49.5	RUSH ISLAND			2.4	
	98054	52.1	BRICKEYS			14.4	
8,600	98065	66.5	STEGEN	J		13.2	
8,600	98081	79.7	McBRIDE			22.6	
8,600	98103	102.3	WITTENBERG			13.3	
5,040	98115	115.6	NEELYS			14.1	
8,600	98129	129.7	FREEZE			12.0	
	98142	141.7	ROCKVIEW (UP)	AJ		1.6	
9,150	98144	143.3	CHAFFEE	B		11.5	
7,600	98155	154.8	BROOKS			11.1	
	98166	165.6	SIKESTON (UP)	A		14.7	
8,263	98180	180.6	KEWANEE			5.6	
	98186	186.1	LILBOURN -UP GATE	J	CTC	6.8	
10,563	98194	193.0	CONRAN			6.6	
	98199	199.6	PORTAGEVILLE			11.9	
	98211	211.5	TERRY			2.1	
	98213	213.6	HAYTI			11.8	
8,780	98224	225.4	STEELE			10.3	
	98235	235.7	MORBLY			2.4	
8,810	98237	238.1	BLYTHEVILLE (To Armoresl 6.0 Miles)	B		10.1	
	98249	248.2	LUXORA			4.5	
	98253	252.7	HAROLD			2.2	
	98254	254.9	OSCEOLA	T		10.6	
8,720	98264	265.5	WILSON			6.9	
	98272	272.4	JOINER			9.9	
8,610	93462	282.3	TURRELL	T		1.2	
	93462	283.3	RIVER JCT	J		276.2	

Radio Channel No. 85 in service.

Radio Call-In		
Lindenwood - 87(X)	Crystal - 57(X)	Ste Gen - 27(X)
McBride - 67(X)	Wittenberg - 17(X)	Cape - 47(X)
Sikston - 37(X)	Portageville - 57(X)	Blytheville - 67(X)
Turrell - 17(X)	Turrell (Thayer Subdivision) - 12(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Phone Numbers

Asst. Chief Dispatcher—(817) 234-6158
 Dispatcher—0700-2300 Daily—(817) 234-6155, (800) 666-1394
 Remainder of time—(817) 234-6154, (800) 666-1393

Mobile Radio	Access Digit	Disconnect Digit
St Louis	768-7044	*1 #1
St Louis	768-7045	*1 #1
Ste Genevieve	864-2063	*1 #1
Wittenberg	864-2062	*1 #1
Cape Girardeau	864-2061	*3 #3
Sikeston	864-2060	*1 #1
Portageville	864-2059	*1 #1
Blytheville	864-2058	*4 #4
Turrell	864-2057	*4 #4

1. Speed Regulations

1(A). Speed—Maximum

	Freight
S.E. Jct to Mutual—southward trains after engine arrives MP 9.1	50 MPH.
Mutual to Chaffee	50 MPH.
Chaffee to River Jct.	55 MPH.

1(B). Speed—Permanent Restrictions

MP 12.7 to MP 23.8	45 MPH.
MP 26.7 to MP 30.6	45 MPH.
MP 35.5 to MP 38.7	45 MPH.
MP 38.7 to MP 39.7 (HE only)	30 MPH.
MP 40.1 to MP 40.3	40 MPH.
MP 44.6 to MP 44.8	45 MPH.
MP 58.9 to MP 60.0	45 MPH.
MP 61.3 (HE only)	35 MPH.
MP 64.8 to MP 65.0	40 MPH.
MP 65.0 to MP 65.2 (HE only)	30 MPH.
MP 70.0 to MP 70.4	45 MPH.
MP 83.2 to MP 83.6	45 MPH.
MP 88.2 to MP 91.8	45 MPH.
MP 93.0 to MP 103.6	35 MPH.
MP 103.6 to MP 105.8	40 MPH.
MP 109.5 to MP 113.6	45 MPH.
MP 118.2 to MP 119.6	45 MPH.
MP 125.2 to MP 130.6	45 MPH.
MP 130.6 to MP 131.7	20 MPH.
MP 131.7 to MP 132.9 (HE only)	20 MPH.
MP 141.7 (over diamond) and do not use dynamic braking	25 MPH.
MP 142.5 to MP 143.6 (HE only)	20 MPH.
MP 164.3 to MP 166.3 (HE only)	20 MPH.
MP 185.5 to MP 186.6 (HE only)	20 MPH.
MP 198.6 to MP 199.0 (HE only)	30 MPH.
MP 212.2 to MP 213.4 (HE only)	20 MPH.
MP 224.2 to MP 224.8 (HE only)	20 MPH.
MP 227.0 to MP 227.6 (HE only)	30 MPH.
MP 236.3 to MP 238.0 (HE only)	20 MPH.
MP 253.1 to MP 254.3 (HE only)	20 MPH.

1(C). Speed—Switches and Turnouts

Siding Turnouts:	
Trains 100 TOB and over—all siding turnouts	10 MPH.
Trains up to 100 TOB on siding turnouts at:	
Byers, Crystal, Ste. Genevieve, McBride, Wittenberg, Neelys, Freeze, Brooks, Chaffee, Kewanee, Conran, and Turrell	10 MPH.
Trains up to 100 TOB on siding turnouts at:	
Steel, Blytheville and Wilson	20 MPH.
MP 283.3 Turnout River Jct	25 MPH.

1(D). Speed—Other

- Sidings:
- Trains 100 TOB and over—all sidings 10 MPH.
 - Trains up to 100 TOB on sidings at:
 - Byers, Crystal, Ste. Genevieve, McBride, Wittenberg, Neelys, Freeze, Brooks, Chaffee, Kewanee, Conran, and Turrell 10 MPH.
 - Trains up to 100 TOB on sidings at:
 - Steel, Blytheville and Wilson 20 MPH.
 - Rush Island, Loop Track 8 MPH.
 - Bridges 35.4, 42.8, and 49.7 Cars over 134 tons and loaded Trough Car Equipment 10 MPH.
 - Bridges 53.3 and 246.4 Cars over 134 tons and loaded Trough Car Equipment 25 MPH.

2. Bridge and Equipment Weight Restrictions

- Maximum Gross Weight of Car**
- Blytheville to Armored 143 tons
 - S.E. Jct. to River Jct. 143 tons

Trains 100 TOB and over not permitted on siding Conran.

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted:

- Crystal on UP Connection Track beyond 500 feet north of switch.
- Blytheville West Gin Track
- American Greeting Lead at MP 254.3
- Osceola Product tracks.
- Paymaster Lead beyond 500 feet east of east Wye switch.

Not more than one six-axle locomotive or six-axle derrick permitted on:

South Spur Track at Blytheville

3. Type of Operation

CTC—in effect:
MP 9.1 to MP 283.3

Sidings—All sidings are controlled sidings.

Crossing Gates

Station	Mile Post	Intersecting Line	Normal Position
Lilbourn	186.1	UP	As last used.

4. General Code of Operating Rules Items

Rule 6.28—In effect between SE Jct and Mutual.

Rule 8.11—Turrell, switch to North Leg of Wye, may be left lined and locked in the position last used. Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout

Rule 10.2—Main Track switches not equipped with electric locks:

MP 9.8	Manford Chemical	MP 174.0	Delta Growers
MP 26.8	Jefferson Co. Lumber Co.	MP 179.5	Kewanee Grain Co.
MP 28.6	Barnhart	MP 186.0	Elevator Track
MP 48.0	Merchandise Track	MP 191.4	Marston
MP 73.8	M.F.A. Mill Track	MP 199.0	Adams Spur
MP 74.4	Team Track	MP 212.1	North Yard Lead
MP 80.3	Perry Co-op.	MP 212.4	North Pickup Track
MP 80.7	House Track	MP 212.6	South Yard Lead
MP 95.2	House Track	MP 227.5	Holland Track
MP 103.1	House Track		
MP 104.6	East Perry Lumber Co.	MP 236.3	Bly Compress Trk
MP 132.0	North End Old Pass	MP 236.6	South Wye Switch
MP 132.5	Pig Ramp	MP 236.7	So. Norbly Switch
MP 132.6	Crossover to Pass	MP 237.35	House Track Siding
MP 132.9	South End Pass	MP 237.36	East Gin Switch
MP 142.5	North End #1 Track	MP 237.5	Armored Branch
MP 143.4	South End #1 Track	MP 237.6	Crossover Siding
MP 143.5	Crossover to Pass	MP 237.65	Crossover Main
MP 151.0	House Track	MP 253.6	North end Old Pass
MP 159.7	Spur Track	MP 253.8	So. end Old Pass
MP 165.0	North Leg Wye	MP 253.9	House Track
MP 165.1	South Leg Wye	MP 254.1	Osceola Compress
MP 165.4	House Track	MP 254.3	American Greeting
MP 167.2	Vess Bottling	MP 260.7	Driver Elevator
		MP 264.5	No. Siding, Wilson

Rule 15.1

SE Jct.—Southward trains will receive a track warrant at Lindenwood instead of S.E. Jct., unless otherwise instructed by train dispatcher.

Chaffee—All trains must secure track warrant at Chaffee unless otherwise instructed by train dispatcher.

River Jct.—Northward trains will receive a track warrant at Tenn. Yard instead of River Jct., unless otherwise instructed by train dispatcher.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
- MP 16.4 (DED Only)—SWD only—Radio Tone
 - MP 21 .8 (DED Only)—NWD only—Radio Tone
 - MP 47.2 (DED Only)—SWD only—Radio Tone
 - MP 53.2—NWD only—Recall Code 578
 - MP 134.4 (DED Only)—SWD only—Radio Tone
 - MP 141.8 (DED Only)—NWD only—Radio Tone
- B. Other FED Locations
- MP 16.4 (DED Only)—NWD only—Radio Tone
 - MP 21 .8 (DED Only)—SWD only—Radio Tone
 - MP 31.5—Recall Code 878
 - MP 47.2 (DED Only)—NWD only—Radio Tone
 - MP 53.2—SWD only—Recall Code 578
 - MP 77.1—Recall Code 278
 - MP 104.4—Recall Code 177
 - MP 126.9—Recall Code 178
 - MP 134.4 (DED Only)—NWD only—Radio Tone
 - MP 141.8 (DED Only)—SWD only—Radio Tone
 - MP 162.2—Recall Code 378
 - MP 189.5—Recall Code 577
 - MP 217.0—Recall Code 578
 - MP 248.0—Recall Code 678
 - MP 268.5—Recall Code 178

6. FRA Excepted Track—None

7. Special Conditions

Between River Jct and SE Jct.—Empty auto racks must be handled on rear of train when more than five are coupled together in group and trailing tonnage behind this group exceeds 1500 tons.

Mutual—Equipment design requires that the northward signal at Mutual MP 9.1 remain a control signal and therefore if the northward signal at MP 9.1 displays a Stop indication trains must contact the train dispatcher per Rule 9.12.1. Authority from the train dispatcher to pass the signal northward does not give authority beyond the signal. Movement north of MP 9.1 is governed by GCOR Rule 6.28.

Alpha—Northward trains notify Lindenwood yardmaster by radio.

Neelys—Engines cannot be operated inside building, P & G Plant.

Marston—Close overhead clearance at grain chutes on E. B. Gee Track.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
1029	Blytheville to End of Track	237.3 to 238.4
1030	Blytheville to Armorel	238.2 to 243.0
1025	SE Jct. to River Jct.	

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
98009 Koberman	2.7 south of Lindenwood	5	Norht
98010 Hydraulic	1.0 south of Mutual	30	Both
98027 Imperial	1.7 south of Byers	6	South
98029 Barnhart	3.7 south of Byers	8	South
98035 Foster Forbes	3.8 north of Festus	24	North
98045 Selma	2.5 south of Crystal	55	Both
98074 St Marys Stub	5.5 north of McBride	7 9	North South
98095 Seventy-Six	6.9 north of Wittenberg	7	North
98131 Cape Girardeau	2.3 south of Freeze	Yard	Both
98134 Lone Star	4.3 south of Freeze	30	North
98139 Nash	7.3 south of Freeze	Yard	
98151 Oran	3.8 north of Brooks	7	South
98160 McMullin	5.9 north of Sikeston	4	North
98191 Marston	2.0 north of Conran	25	South
98174 Matthews	6.6 north of Kewanee	10	South
98227 Holland	1.9 south of Steele	10	North
Tomlinson	3.5 east of Blytheville	Yard	Both
Armorel	6.0 east of Blytheville	Yard	
98244 Burdette	3.8 north of Luxora	57	Both
98256 Paymaster	1.8 south of Osceola	50	Both
98261 Driver	4.8 north of Wilson	14	North
98267 Delpro	1.3 south of Wilson	46	Both

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Thayer South Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	NORTHWARD ↑
				Rule 4.3					
	8,000	93340	339.8	THAYER	B			10.5	
	7,742	93350	350.3	KING				12.7	
	7,485	93363	363.0	BAKER				17.7	
	8,574	93381	380.7	IMBODEN				17.3	
	8,706	93398	398.0	HOXIE (UP) (To Walport 4.4 Miles)	AJ			8.1	
	7,015	93406	406.1	SEDGWICK				13.9	
	10,528	93420	420.0	JONESBORO	BT			2.2	
			422.2	UP RRX	A	CTC		1.6	
			423.8	UP RRX	A			6.9	
	5,587	93431	430.7	BAY				9.2	
	9,050	93440	439.9	ROE				14.6	
	9,082	93455	454.5	DRACE				7.7	
	8,598	93462	462.2	MADLOCK	T			0.4	
		93462	462.6	RIVER JCT	J			8.4	
		93472	471.0	HARVARD	B			2.3	
		93474	473.3	MARION (To Hulbert 5.8 Miles)		2MT CTC		2.1	
		93475	475.4	CRITCO				6.0	
			481.4	BRIDGE JCT (UP)	JA	CTC		1.7	
		93483	483.1	SHELCO	Y			0.5	
			483.6	KANSAS AVE	Y			0.1	
			483.7	KENTUCKY ST	XY			0.1	
			483.8	IC	JUY			1.6	
			485.4	NEPTUNE ST	XY			0.6	
			486.0	KC JCT		2MT CTC		0.6	
			486.6	McLEMORE ST	XY			1.3	
			487.9	NORTH YALE	XY			1.6	
			489.5	SOUTH YALE	XY			0.5	
			490.0	PENDLETON ST	XY			1.5	
			491.5	DEMO	XY			3.1	
			494.6	N T Y	Y			1.8	
		93496	496.4	TENNESSEE YARD	BJT	Rule 6.28		156.6	

Radio Channel No. 87 in service Teed to Madlock.

Radio Channel No. 70 in service Madlock to Tennessee Yard.

Radio Call-In		
Thayer - 42(X)	Imboden - 52(X)	Jonesboro - 62(X)
Madlock - 12(X)	Memphis Terminal - 13(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Numbers

Asst. Chief Dispatcher—(817) 234-6158
 Dispatcher—(817) 234-6156, (800) 666-1398
 Memphis Terminal Dispatcher—(817) 234-6032

Mobile Radio	Access Digit	Disconnect Digit
Thayer	864-2054 *3	#3
Imboden	864-2055 *1	#1
Jonesboro	864-2056 *1	#1
Memphis	369-6147 *2	#2

1. Speed Regulations

1(A). Speed—Maximum

Thayer to Tennessee Yard	Freight 60 MPH.
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1(B). Speed—Permanent Restrictions

MP 339.8 to MP 340.0	20 MPH.
MP 340.0 to MP 358.8	35 MPH.
MP 358.8 to MP 364.6	45 MPH.
MP 364.6 to MP 365.4	35 MPH.
MP 365.4 to MP 372.2	40 MPH.
MP 372.2 to MP 374.4	35 MPH.
MP 374.4 to MP 385.8	40 MPH.
MP 385.8 to MP 391.0	45 MPH.
MP 398.0 Union Pacific Crossing	30 MPH.
MP 413.1 to MP 414.5	50 MPH.
MP 419.2 to MP 420.6 (HE only)	20 MPH.
MP 419.7 to MP 419.9	45 MPH.
MP 422.2 to MP 423.8	40 MPH.
MP 430.2 to MP 431.3 (HE only)	45 MPH.
MP 436.6 to MP 436.7 (HE only)	45 MPH.
MP 447.0 to MP 448.0 (HE only)	45 MPH.
MP 480.1 to MP 481.4	45 MPH.
MP 481.4 to MP 483.1	25 MPH.
MP 483.1 to MP 494.6	20 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:

Drace	40 MPH.
All other siding turnouts	20 MPH.
MP 471.0 through turnout	35 MPH.
MP 473.3 through crossovers	25 MPH.
MP 475.4 through turnout	35 MPH.
MP 481.4 through turnout to UP connection	20 MPH.

Crossovers Neptune St., McLemore St., North Yale, South Yale, Pendleton St., Democrat Road

	20 MPH.
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1(D). Speed—Other

Sidings:

Drace	40 MPH.
All other sidings	20 MPH.
MP 481.4 Bridge Jct. connection to UP	20 MPH.
Outside Track Tenn. Yard from Hump tower to STY	20 MPH.
Middle Track Tenn. Yard from Hump tower to STY	20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Thayer to Tennessee Yard	143 tons
Hoxie to Walport	131.5 tons
Marion to Hulbert	131.5 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Mississippi River Bridge—The following will govern operation of locomotives over Mississippi River Bridge restricted section which is indicated by "restricted section" signs located 339 feet north and 452 feet south of the north through-truss span:

Throttle Position

Enginemen must use minimum throttle position necessary to move train when engine on restricted section, drifting when possible.

DC Locomotives: Following maximum throttle positions govern:

Horsepower In Service	Maximum Throttle Position	Speed
3500 and under	8	0-25
3501-5250	8	11-25
	7	8-10
	Throttle Off	0-7
5251-7000	8	13-25
	7	10-12
	6	8-9
	Throttle Off	0-7
Over 7000	8	20-25
	5	15-19
	Throttle Off	0-14

AC Locomotives: Following maximum throttle positions govern:

Horsepower In Service	Maximum Throttle Position	Speed
3800 and under	8	11—25
	6	0—10
3801—7600	7	20—25
	5	8—19
	Throttle Off	0—7
Above 7600	5	15—25
	3	8—14
	Throttle Off	0—7

For DC locomotives

- when speed is below 8 MPH with 3501—7000 hp engine or
- when speed is below 15 MPH with over 7000 hp engine, or

For AC locomotives

- when speed is below 8 MPH with over 3800 hp engine:

Power must be shut off and be governed by the following:

SOUTHWARD TRAIN—If train stalls and engine is on the restricted section, train will be backed off bridge using light throttle, if necessary, to start train.

NORTHWARD TRAIN—If train stalls and engine is on the restricted section of bridge, no attempt will be made to start train; and if helper is not available to start train from rear, it will be necessary to cut train at south end of bridge and double to Marion.

43-ft. tank cars and 45 foot coil cars weighing 143 tons or greater may not be handled over bridge with more than 4 cars coupled consecutively in any single block. Additional blocks must be separated by at least one car of another type weighing less than 143 tons.

Thirteen section trough cars are limited to 855 tons over bridge.

Doubleheading

When doubleheading, the power of second engine shall not be used over restricted section of bridge.

Acceleration, Braking

Trains must not be accelerated while engine moving over restricted section. Trains should be controlled so that light brake applications only will be required. Use of independent or dynamic brakes over restricted section is not permitted.

Six-Axle Derrick

When handling six-axle derrick over Mississippi River Bridge Memphis, must have car not heavier than 50 tons entrained on both ends of derrick.

3. Type of Operation

CTC—in effect:
MP 339.8 to MP 494.6

Sidings—All sidings are controlled sidings.

Yard Limits—in effect:
MP 483.1 to MP 494.6

4. General Code of Operating Rules Items

Rule 6.28—in effect between: NTY and Tennessee Yard.

Rule 8.11—Madlock Siding, switch to North Leg of Wye, may be left lined and locked in the position last used. Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
-Flashing Yellow -Flashing Yellow/Red -Flashing Yellow/Red/Red -Flashing Yellow/Dark -Flashing Yellow/Dark/Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH
-Yellow/Yellow -Yellow/Yellow/Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout

Rule 9.12.1—Absolute signals governing movement through interlockings at MP 481.4 are also controlled signals. To pass stop indication crew must comply with Rule 9.12.3 by complying with instructions in the release box and comply with Rule 9.12.1 by contacting the BNSF control operator.

Rule 10.2—Main Track switches not equipped with electric locks:

- MP 339.8 Thayer Yard Track Lead
- MP 341.9 Reed Harlin Spur
- MP 358.3 Team Track Old Pass
- MP 375.3 House Track
- MP 380.9 House Track
- MP 398.3 South Leg Wye Switch
- MP 412.0 Bono Cotton Gin
- MP 419.8 North Switch
- MP 419.85 South Switch
- MP 420.0 South #1 Track
- MP 420.1 Pump North
- MP 420.4 Pump South
- MP 424.6 Kreuger Paper Co.
- MP 436.4 Team Track
- MP 436.5 Compress Track

Rule 15.1

Thayer—All trains must secure track warrant at Thayer unless otherwise instructed by train dispatcher.

River Jct.—Southward trains from River Subdivision that have already received a track warrant from River Subdivision train dispatcher will not require a track warrant at River Jct.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
MP 468.4—SWD only—Recall Code 128
- B. Other FED Locations
MP 344.9—Recall Code 428
MP 350.5—Exception Reporting Only
MP 355.1—Exception Reporting Only
MP 357.4—Exception Reporting Only
MP 363.4—Exception Reporting Only
MP 368.4—Recall Code 527
MP 373.3—Exception Reporting Only
MP 378.1—Exception Reporting Only
MP 383.4—Exception Reporting Only
MP 393.9—Exception Reporting Only
MP 401.0—Recall Code 627
MP 427.1—Recall Code 628
MP 447.9—Recall Code 127
MP 468.4—NWD only—Recall Code 128

6. FRA Excepted Track

Hoxie to Walport end of track.

West Memphis Branch from Marion, MP 474.0, to UP Connection.

Memphis

1. Parkway Yard including all leads and back tracks from Island Main to Louisiana Street
2. 1100 Park, all leads and back tracks
3. 1300 Park, all leads and back tracks
4. 1500 Park, all leads and back tracks
5. 1700 Park, all leads and back tracks
6. Yale Yard with exception of tracks Long 1, Short 1 and Long 2, Short 2.
7. Kansas Ave. between McLemore St. and Mid South Milling, which includes Wabash Screen and Door
8. Zone 900 with the exception of Ideal Chemical Spur
9. Tennessee Yard: Hub One, Hub Two, Hub Three, Store Room Track, Wrecker Track, Rip One, Rip Two, Rip Three, Rip Cab Track.

7. Special Conditions

Hoxie—The southward approach signal to Hoxie UP Interlocking for purposes of GCOR Rule 9.9.1 (Passing Approach to Automatic Interlocking) is the signal at North Hoxie. The signal at South Hoxie is a repeater signal for the interlocking home signal.

IC Crossing—MP 483.8, Protected by 4 way stop signs.

Presley Jct.—UP Railroad crossing MP 476.2 protected by gate; normal position is against BNSF. Comply with instructions at gate and restore gate to normal position after movement.

Memphis (Shelco to Tenn. Yd.)

Crew must flag all yard moves over public street crossings unless equipped with automatic crossing warning signals.

System special instructions Item 3A, handling 80-ft. or longer cars, does not apply.

Main track crossover switches—Prior to hand operation of a main track crossover switch, whether dual control or hand throw type, authority on both main tracks must be received from the control operator. Authority on only a single main track is not sufficient.

Shelco To IC Connection

Permission must be obtained from the IC Yardmaster at Johnson yard before entering the IC main track. Crews must determine from IC Yardmaster if any track bulletins or track conditions will effect normal movement.

Yard Limit (IC Rule 93) is in effect on all IC tracks operated on by BNSF crews.

BNSF crews will not exceed restricted speed on any IC track.

The following speed restrictions are in effect for BNSF crews on IC tracks:

Through crossovers and turnouts 10 MPH.
East and west leg of wye 5 MPH.
Broadway to Trigg Ave. 20 MPH.
Trigg Ave. (HE only) 10 MPH.
Trigg Ave. to City Wye 20 MPH.
City Wye to and including Johnson Yard ... 10 MPH.

President's Island—Train and yard crews will move to and from President's Island on authority of President's Island yardmaster. During periods when the President's Island yardmaster is not on duty, contact Tennessee Yard yardmaster for authority.

KC Jct.—At KC Jct., between Neptune St. and McLemore St., trains desiring to enter BNSF Main Track #2 must communicate with train dispatcher and be governed by his instructions. Crossover switch on U.P. track must not be reversed until electric lock is unlocked and BNSF main track crossover switch is reversed.

Norfolk Southern—Norfolk Southern tracks at Memphis will not be used without the authority of the Norfolk Southern Yardmaster, Forrest Yard. Crews must advise the Norfolk Southern Yardmaster when they are in the clear.

Yale Auto Facility—When opening gates, gates must be swung outward to prevent damage to gates. Crews setting autos inside gates must ensure gates are locked prior to departing.

Trains with loaded auto racks destined Memphis must contact Yale Yardmaster for instructions on car disposition before passing Yale Yard.

Demo—Northward trains and engines at Demo, when moving past signals displaying a "Stop" indication, will not move into Democrat Road until the crossing gates are down.

Tennessee Yard—Power-operated switch located at south end of hump lead and middle track at south end of Tennessee Yard, controlled by Hump Conductor. Power switch is equipped with electric switch lights indicating position of switch for train movement in both directions. Green indication, switch lined for movements on middle track. Yellow indication, switch lined for movements on hump lead. If switch light not illuminated, stop will be made and switch examined before making movement.

Instructions To Hand-Operate Power Switch South End Hump Lead Tennessee Yard

- A. Obtain permission to operate switch by hand from Yardmaster, Tennessee Yard.
- B. Pull the ring on the outside of lever latch rod toward the handle of hand throw lever. At same time, raise the hand throw lever to horizontal position and release the ring.
- C. Switch is now in hand operation and power operation removed. If hand lever not engaged, move lever to opposite position to engage lever.
- D. Operate switch by hand as required.
- E. Return switch machine to power operation by pulling the ring toward the handle of hand throw lever, allowing the lever to drop below horizontal position into the switch stand.
- F. Release the ring and lock switch, inform the Yardmaster, Tennessee Yard, power restored.

Power switch at south end of hump lead is equipped with hand throw lever for manual operation.

Hot Weather Train Handling and Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit and a more restrictive speed is not in effect, the following speed restrictions will be observed:

1. Trains 100 TOB and over, 30 MPH.
2. Trains under 100 TOB, 45 MPH.
3. Passenger trains, 60 MPH.

The limits of these restrictions will be from the location at which the temperature is above 90 degrees to the location at which the temperature is 90 degrees or less. Methods by which a crew may receive information about temperatures include, but are not limited to, track side FED reports, dispatcher, or local maintenance of way personnel. Crew must ensure dispatcher has knowledge when these conditions restrict train speed.

In high temperature situations, the lateral stability of the track structure may be compromised by heavy or sudden brake or throttle applications. Except in emergency, engineers should avoid heavy dynamic or air brake applications, or throttle in excess of what is needed to start train movement and gradually achieve maximum speed.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 1110 Jonesboro
- 1121 Memphis Back Tracks
- 1122 Tennessee Yard
- 1129 President's Island

Road Line Segments

Line Segment Limits

Mileposts

- 1013 Hoxie to Walport 398.0 to 402.3
- 1014 Marion to Hulbert 474.0 to 479.4
- 1001 Teed to Tennessee Yard

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
93342 Mammoth Springs	2.5 south of Thayer	33	North
93358 Hardy	8.0 south of King	70	Both
93375 Ravenden	5.5 north of Imboden	55	Both
93384 Sloan	3.0 south of Imboden	47	Both
93385 Valley Stone	3.8 south of Imboden	58	North
93390 Black Rock	9.2 south of Imboden	45	Both
93800 Walnut Ridge	1.5 east of Hoxie	29	Both
93802 Walport	4.4 east of Hoxie	200	West
93812 Bono	6.0 south of Sedgwick	4	South
93424 Nettleton	3.8 south of Jonesboro	2 Miles	South
93437 Trumann	5.9 south of Bay	83	North
93447 Marked Tree	7.5 south of Roe	150	Both
93796 Presley Jct	0.8 west of Marion	7	East
93798 W Memphis	3.0 west of Marion	Yard	Both
93799 Hulbert	5.8 west of Marion	Yard	East

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP ___. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9