



Memphis Division

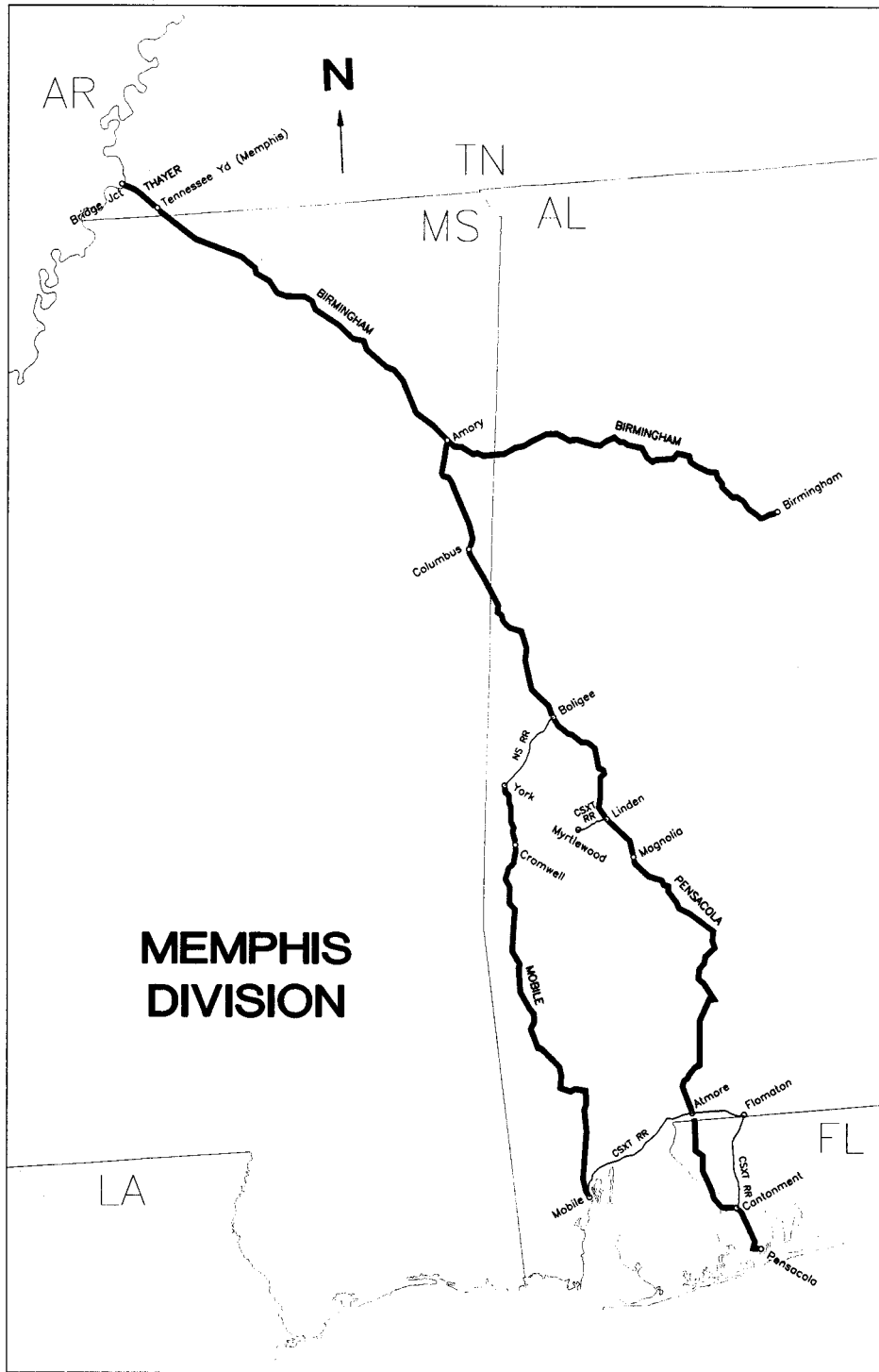
Timetable No. 1

**IN EFFECT AT 0001
Central Continental Time**

Sunday April 10, 1994

**Division Superintendent
G.W. WILLIAMS
Memphis TN
(901) 369-6150**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**



SOUTH WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Thayer Subdiv MAIN LINE STATIONS				Distance from Teed	NORTH WARD
					Trk	Office Calls	Rule 4.3	Oper		
				481.4		BRIDGE JCT (UP)	A		278.1	
		93483		483.1		SH SHELCO	Y	CTC	279.8	
			1001	483.8	2MT	IC MP 483.8	JUY		280.5	
				494.6		N TY	Y		291.3	
		93496		496.4		TY TENNESEE YARD BJKT		Rule 6.28	293.1	

BN Radio Channel No. 87 in service on this Subdivision.

Train Dispatcher Calls- Turrell-12.

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (417) 864-2224

Dispatcher: (417) 864-2247, (800) 666-1398

Mobile Radio

Memphis

369-6147

Access Digit

*2

Disconnet Digit

#2

Bridge Jct MP 481.3 to Tennessee Yard is part of and under the jurisdiction of the Memphis Division.

SOUTH WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	FOR INFORMATION ONLY MAIN LINE STATIONS				Distance from Teed	NORTH WARD
					Trk	Office Calls	Rule 4.3	Oper		
				483.1		SH SHELCO	Y		279.8	
				483.6		(Kansas Ave.)	Y		280.3	
				483.7		(Kentucky St.)	XY		280.4	
				483.8		I.C.	JUY		280.5	
				485.4		(Neptune St.)	XY		282.1	
				486.6		(McLemore St.)	XY		283.3	
			1001	487.9	2MT	(North Yale)	XY	CTC	284.6	
				489.5		(South Yale)	XY		286.2	
				490.0		(Pendleton St.)	XY		286.7	
				491.5		(Demo)	XY		288.2	
				494.6		N TY	Y		291.3	

1. Maximum Speeds Permitted—

	Freight
Bridge Jct. to Shelco	25 MPH.
Shelco to N. TY	20 MPH.
Crossovers Neptune St., McLemore St., North Yale, South Yale, Pendleton St., Democrat Road	20 MPH.
Siding turnouts	20 MPH.
Freight trains 100 tons/OB and over through sidings	10 MPH.
Outside Track Tenn. Yard from Hump tower to S TY	20 MPH.
Middle Track Tenn. Yard from Hump tower to S TY	20 MPH.
Mississippi River Bridge cars heavier than 134 tons	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:**

Teed to Tennessee Yard. 136 tons

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) 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:

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

Following maximum throttle positions govern:

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

When speed is below 8 MPH. with 3501–7000 H.P. engine, or below 15 MPH. with over 7000 H.P. engine in service, 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.

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

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.

When handling 250 ton wrecking derrick over Mississippi River Bridge Memphis, must have car not heavier than 50 tons. entrained on both ends of Derrick.

AC Traction locomotives not permitted on Mississippi River Bridge

3. Type of Operation—

CTC— MP 203.2 to MP 494.6

Interlockings—When stopped by a Stop Indication at the automatic interlockings at MP 398.0 (Hoxle), MP 422.2 (Jonesboro), MP 423.8 (Nettleton) and MP 481.4 (Bridge Jct.) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

Yard Limits — MP 483.1 to MP 494.6.

4. General Code of Operating Rule Items—

Rule 6.19— When flagging is required, distance will be 2 miles.

Rule 6.28— in effect between: N TY and Tennessee Yard.

5. Trackside Failed Equipment Detectors (FED)—NONE**6. FRA Excepted Track—See GCOR Rule 6.12—**

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) North and South Passenger Mains
- 7) Yale Yard with exception of tracks Long 1, Short 1 and Long 2, Short 2.
- 8) Gould Battery Spur, located at Castalia St., Yale Yard
- 9) Ralston Purina Spur, located at Castalia St., Yale Yard
- 10) Quarter Master Lead at Yale Yard
- 11) River Mainline between Kansas Ave. and Commercial Liquid at Riverside Drive
- 12) Kansas Ave. between McLemore St. and Mid South Milling, which includes Wabash Screen and Door
- 13) Zone 900 with the exception of Ideal Chemical Spur
- 14) Presidents Island: All tracks except Island Main Lead between Kansas Ave. and Port Street.
- 15) Tennessee Yard: BO-56 thru BO-65, T-3, T-2, Coors, Chrysler Lead, Ford Lead, Hub One, Hub Two, Hub Three, Store Room Track, Wrecker Track, Rip One, Rip Two, Rip Three, Rip Cab Track.

7. Special Conditions—**Memphis (Shelco to Tenn. Yd.)—**

For all yard movements over public street crossings, except those equipped with automatic crossing signals, traffic must be warned by crew member on the ground at the crossing. Crew member will use lighted red fusee.

System special instructions item 3A, handling 80 foot or longer cars, does not apply.

Shelco to N. TY— CTC from MP 483.0 (Shelco) to MP 494.6 (N. TY) controlled by Train Director Tennessee Yard under direction of Yardmaster.

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.

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

When Operating on IC Tracks—General Code of Operating Rules will govern, except as follows:

Maximum Authorized Speed at IC Johnston Yard 5 MPH.

Authorization must be obtained from the yardmaster at Johnston Yard before coupling into any yard track.

At East Junction, when home signal Stop indication, train or engine will, after stopping, and if no conflicting train or engine movement is evident, immediately move past the signal, but clear of conflicting route, stop and wait two (2) minutes. Facing point spring switches must be inspected in accordance with IC Rule 560(A). If no conflicting movement is evident, train or engine will proceed at RESTRICTED SPEED to the next signal. IC Rule 560(a) states:

Signal which governs only facing point movement over a spring switch will display green aspect when switch is in normal position.

When signal displays red aspect, stop must be made the switch must be tested by opening and closing by hand, and switch examined to make certain it is properly lined for route to be used, locked or secured and that points fit, after which movement may be made against Stop indication.

Before entering the IC main line, between the hours of 2300 and 0700, obtain permission from the General Yardmaster, Johnston Yard.

KC Jct—At KC Jct, between Neptune St. and McLemore St., trains desiring to enter BN Main Track #2 must communicate with train director and be governed by his instructions. Crossover switch on U.P. track must not be reversed until electric lock is unlocked and BN 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—After receiving track bulletins, waybills, and wheel reports, all Thayer, River and Birmingham Subdivisions rear end train crews will be hauled to the north end of Tennessee Yard and will board the engine or caboose at that location.

The conductor will arrange to have train inspected on both sides as train departs Tennessee Yard. Trains operating cabooseless will be inspected by Mechanical personnel.

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.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
1121	Memphis Back Tracks
1122	Tennessee Yard

Other Road Line Segments—NONE

9. Locations Not Shown as Stations—NONE

SOUTHWARD	Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Birmingham Subdiv MAIN LINE STATIONS			Distance from Tenn. Yd.	NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
		93496		496.4	TY	TENNESSEE YARD BJKT	Rule 6.28	0.0	
				497.9		S TY		1.5	
		93500		500.0	MW	MINERAL WELLS		3.6	
10,590	93512			511.2	BH	BYHALIA		14.8	
8,875	93528			527.2	TO	TOURS		30.8	
	93529			528.3	HS	HOLLY SPRINGS J		31.9	
7,990	93541			541.0	PQ	POTTS CAMP		44.6	
10,114	93552			552.1	MY	MYRTLE		55.7	
6,636	93561			561.3	PE	PECK		64.9	
				562.3		SR MP 562.3 A		65.9	
	93562			563.0	NY	NEW ALBANY J		66.6	
7,480	93571			571.4	RE	REESE		75.0	
7,303	93582			582.4	BD	BELDEN		86.0	
	93588			587.5	TU	TUPELO BJT		91.1	
				588.2		SR MP 588.2 A		91.8	
8,135	93592			591.6	PV	PLANTERSVILLE		95.2	
6,904	93603			602.7	RJ	ARJAY		106.3	
	93611			611.2	AY	AMORY BJKT	CTC	114.8	
8,411	93621	1001		620.3	JU	JUDGE		123.9	
6,554	93629			628.4	GM	GATTMAN		132.0	
7,586	93642			641.2	BV	BEAVERTON		144.8	
8,653	93655			654.6	WD	WINFIELD		158.2	
5,596	93669			669.2	EL	ELDRIDGE		172.8	
8,158	93675			675.1	CK	CARBON HILL		178.7	
7,505	93683			682.2	TW	TOWNLEY		185.8	
				693.7		NS MP 693.7 A		197.3	
	93694			693.8	JS	JASPER BJK		197.4	
7,634	93698			698.4	AM	ALMA		202.0	
6,316	93704			703.5	BE	BENOIT		207.1	
	93707			707.4	DO	DORA		211.0	
7,679	93713			712.2	QT	QUINTON		215.8	
6,826	93722			722.3	AI	ADAMSVILLE		225.9	
8,032	93725			725.0	OO	OAKWOOD		228.6	
				729.1		CSX NS BS A		232.7	
				729.3	PZ	PRATT CITY		232.9	
	93732			730.2	BY	BIRMINGHAM BKT		233.8	

BN Radio Channel No. 39 in service on this Subdivision.
 Train Dispatcher Calls—Holly Springs—14, Sherman—24, Amory—84,
 Guin—54, Jasper—64, Birmingham—74.
Emergency Train Dispatcher Call—911.

Dispatchers Phone Numbers—

Asst Chief Dispatcher: (417) 864-2228

Ft. Scott Suddivision Dispatcher: (417) 864-2245, (800) 666-1393

Mobile Radio		Access Dglt	Disconnet Dglt
Memphis	369-6147	*2	#2
Holly Springs	369-6747	*3	#3
Amory	334-4423	*1	#1
Jasper	320-3655	*2	#2
Birmingham	320-3647	*1	#1

1. Maximum Speeds Permitted—

Freight

MP 513.8 to MP 514.0	50 MPH.
MP 520.1 to MP 528.1	45 MPH.
MP 528.1 to MP 528.5	30 MPH.
MP 528.5 to MP 530.6	45 MPH.
MP 530.6 to MP 534.6	50 MPH.
MP 534.6 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 Until engine through limits	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	20 MPH.
MP 730.2 to MP 731.3 (BS Crossing) on BN Lead for northward trains only and only after engine is by MP 730.2	20 MPH.
Siding turnouts	
Trains up to 100 tons O/B	20 MPH.
Trains 100 tons O/B and over	10 MPH.
Sidings Winfield and Benoit	10 MPH.
Birmingham Terminal, all trains, transfers and cuts arriving and departing East Thomas Yard until last car passes by TV cameras located at Highway 78 over pass and 16th St	5 MPH.
Bridges 656.1, 664.0, 676.1, 686.6 and 700.8 cars over 134 tons.	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 136 tons

24 ft ore cars (BN 95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

Shari-Futorlan— Six-axle locomotives not permitted. (Does not include Shari Pass.)

Cars must not be kicked or dropped 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.

Loaded unit coal or grain trains must not use sidings at:

Byhalia	Belden
Tours	Plantersville
Potts Camp	Judge
Peck	Winfield
Reese	

3. Type of Operation—

CTC— In effect MP 497.9 to MP 730.2 .

Interlockings— The interlocking signals at MP 588.2 (**Tupelo**), MP 693.7 (**Jasper**) and MP 729.1 (**Pratt City**) are also controlled signals. When stopped by a Stop indication, comply with Rule 9.12.3. If the signal does not change to a more favorable indication, in addition to complying with Rule 9.12.3, authority per Rule 9.12.1 must also be obtained from control operator (unless track and time limits beyond this signal have already been received).

When stopped by a Stop Indication at the automatic interlocking at MP 562.3 (**New Albany**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

4. General Code of Operating Rule Items—

Rule 6.19— When required to flag, distance will be 2 miles.

Rule 6.28—in effect between:Tennessee Yard and S TY.

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

MP 498.3 Glass House	MP 583.8 Wicks Lumber Co.
MP 501.3 Asplundh	MP 589.7 North Runaround Track
MP 501.9 Murphy Products	MP 589.8 Olympic
MP 502.8 North Shanult	MP 589.9 South Runaround Track
MP 503.1 South Shanult	MP 590.0 Leggit & Platt
MP 510.9 Brickmill	MP 600.7 Nettleton
MP 511.3 Gem Switch	MP 601.5 Bunge
MP 511.9 House Track	MP 631.2 Sue Flynn
MP 512.7 Byhalia Industrial Track	MP 634.7 Oil Field Mud & Cream
MP 527.0 Holly Springs Brick Mill	MP 638.3 Crews
MP 540.9 North House Track	MP 648.2 Universal
MP 541.1 South House Track	MP 655.6 Brasher
MP 548.6 Barclay Furniture	MP 660.1 Glen Allen
MP 553.7 Barclay Furniture	MP 663.3 Bazemore
MP 564.0 Bench Craft	MP 702.1 Alabama State Dock Trk
MP 577.1 Sherman	MP 705.8 Nelson Brothers
MP 577.7 Barclay Furniture	MP 708.4 Storage Track
	MP 715.9 Lindbergh

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting Bridges, Tunnels or Other Structures–****RadioTone Detectors:**

Alma (SWD) MP 699.7 (DED Only)
 Benoit (NWD) MP 704.6 (DED Only)

B. Other FED Locations–

Red Banks MP 519.3
 Hickory Flat MP 545.1
 Sherman MP 577.6
 Plantersville MP 597.8
 Gattman MP 631.9
 Winfield MP 651.5
 Carbon Hill MP 678.1
 Alma MP 696.5

Radio Tone Detectors:

Alma (NWD) MP 699.7 (DED Only)
 Benoit (SWD) MP 704.6 (DED Only)
 Dora MP 707.0 (DED Only)
 Quinton MP 710.0 (DED Only)
 Quinton MP 714.5 (DED Only)
 Quinton MP 716.1 (DED Only)
 Adamsville MP 719.9 (DED Only)
 Adamsville MP 723.9 (DED Only)
 Pratt City MP 728.1 (DED Only)

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

Tennessee Yard–See Thayer Subdivision for all Individual Subdivision Special Instructions applicable north of S TY.

Between S TY and Birmingham

At following crossings, traffic must be warned by crew member on the ground at 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 24th St. – ACIPCO Route.

27th Avenue North near 25th St. – ACIPCO Route.

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.

S TY–Prior to passing absolute signal at S TY, 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 South Rail automatic interlocking MP 588.2, to comply with CGOR Rule 9.9.1, PASSING APPROACH TO AUTOMATIC INTERLOCKING, apply 15 MPH as the determining speed in the rule instead of 25 MPH.

Amory– Trains or engines entering Birmingham Subdivision at south switch Amory from yard must remain north of the No. 1 switch until absolute signal is cleared for movement to main track or permission received from dispatcher.

Birmingham—

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

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— BN 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 track and time. Operator at Thomas Yard will communicate with Birmingham Southern Train Director and request track and time on Birmingham Southern Main Track. Upon receipt of track and time, the Operator at Thomas Yard will authorize BN crews to use Birmingham Southern Main Track. After clearing Birmingham Southern Main Track, BN 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 track and time to Birmingham Southern Train Director.

Manual Interlockings— Block 1—NS 15th 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 BN route.

8. Other Line Segments—**Yard Line Segments—**

Line Segment	Limits
1121	Memphis Back Tracks
1122	Tennessee Yard
1123	Amory
1124	Birmingham

Other Road Line Segments—NONE

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
93631 Sue Flynn	2.6 south of Gattman	11	North
93635 Sulligent	6.5 south of Gattman	85	Both
93638 Crews	3.0 north of Beaverton	14	South
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
93717 Lindbergh	5.0 north of Adamsville	15	North

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Pensacola Subdiv MAIN LINE STATIONS			Distance from Amory	NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
		93611		612.3	AY	AMORY	BJKY	0.0	
		98624		623.7		11.4 ABERDEEN	T	11.4	
		98631		630.9		(Aberdeen Lead 3.6 miles) 7.2 HAMILTON		18.6	
		98637		636.9		6.0 KOLOLA SPRINGS		24.6	
7,900	98639			638.8		1.9 AIRPORT		26.5	
						(To Columbus Air Force Base 2.6 miles) 8.5			
				647.3		CG MP 647.3	A	35.0	
	98648			648.2	CO	COLUMBUS	JY	35.9	
				648.8		0.6 KCS MP 648.8	A	36.5	
1,500	98653			653.1		4.3 WHITBURY		40.8	
		98661		660.7		(To Eka Noble Chemical 1.3 miles) 7.6 FORRESTON		48.4	
8,600	98669			669.3		8.6 PICKENSVILLE		57.0	
	98680			679.9	AL	ALICEVILLE	KY	67.6	
	98695			694.7		14.8 W GREENE		82.4	
	98700			700.4		5.7 MT HEBRON		88.1	
	98705			705.2		4.8 CROSSROADS OF AMERICA INDUSTRIAL PARK		92.9	
			1020			(1.8 miles) 2.9			
7,880	98708			708.1	BG	BOLIGEE	J	95.8	
				708.2		0.1 NS MP 708.2	A	95.9	
	98721			720.6		12.4 FORKLAND		108.3	
	98724			724.4		3.8 CENTRALA	T	112.1	
						(To Green Cty. Pwer Plnt 1.6 miles) 4.5			
				728.9		WARRIOR BRIDGE 728.9	A	116.6	
	98731			731.2	DS	DEMOPOLIS	BJKY	118.9	
	98735			735.2		2.3 STOKLEY	Y	122.9	
	98736			735.6		4.0 GREEN TREE	Y	123.3	
						(To Gulf States Paper Co. 9.7 mi.) 13.1			
				748.7		CSX MP 748.7	A	136.4	
1,900	98749			749.3		0.6 LINDEN	J	137.0	
	98764			764.2	MG	MAGNOLIA	BKY	151.9	
3,680	98774			774.0		9.8 KIMBROUGH	JY	161.7	
				774.1		0.1 NS MP 774.1	A	161.8	
	98780			779.5	MC	MACMILLAN	BKTY	167.2	
				783.7		5.4 ALABAMA BRIDGE 783.7	M	171.4	
1,238	98793			793.3		9.6 HYBART	J	181.0	
3,535	98804			804.5		11.2 PRYOR		192.2	
4,644	98814			814.1		9.6 FOUNTAIN	BTY	201.8	
						(To Alabama River Pulp 4.5 miles) 16.3			
4,038	98830			830.4		FRISCO CITY		218.1	
						4.2			

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	(Cont'd) Pensacola Subdiv MAIN LINE STATIONS			Distance from Amory via CSX	NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
		98835		834.6		MEGARGEL		222.3	
	2,949	98838		837.6		3.0 GOODWAY		225.3	
		98847		847.0		8.4 HUXFORD	TWC	234.7	
		98853		852.4		5.4 McCULLOUGH		240.1	
	3,750	98863		863.4		10.4 ATMORE		251.1	

OPERATION BETWEEN ATMORE AND CANTONMENT IS VIA CSX RAILROAD.

3,587	98898		900.0		CANTONMENT	JY		295.1
	98906		906.3		6.3 ENSLEY			301.4
	98907		907.0		0.7 EDGE			302.1
	98915		915.0		8.0 PN PENSACOLA	BJKY		310.1

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls—Amory (5th Subdiv.)—84, Amory—83, Columbus—23, Aliceville—43, Bollgee—53, Demopolis—63, Magnolia—83, Hybart—73, Fountain—63, Frisco City—53, Atmore—43, Mule Crossing—23, Pensacola—13.

Emergency Train Dispatcher Call—911.

Dispatchers Phone Numbers—

Chief Dispatcher: (417) 864-2224

Dispatcher: (417) 864-2244, (800) 666-1392

Mobile Radio

Amory

334-4423

Access Digit

*1

Disconnet Digit

#1

1. Maximum Speed Permitted—

Freight

Amory to Pensacola	49 MPH.
Aberdeen Spur from Wye to New Bridge	30 MPH.
Bridge 635.8 Trains handling pulpwood	25 MPH.
MP 647.3 to MP 648.8	20 MPH.
Bridge 664.3	35 MPH.
MP 706.0 to MP 708.2	25 MPH.
MP 708.2 until engine through interlocking	20 MPH.
MP 708.2 to MP 720.0	25 MPH.
MP 724.0 to MP 725.0	25 MPH.
MP 726.9 to MP 728.9 northward until engine through limits	15 MPH.
Bridge 728.9 over steel spans	10 MPH.
MP 728.9 to MP 730.9 southward until engine through limits	10 MPH.
MP 730.9 to MP 731.5	20 MPH.
Green Tree Spur—Highway 21 Crossing until engine over crossing	5 MPH.
MP 748.7 until engine through interlocking	20 MPH.
MP 749.2 to MP 749.4 until engine through limits	25 MPH.
MP 749.4 to MP 760.0	25 MPH.
MP 774.0 until engine through interlocking	20 MPH.
MP 775.0 to MP 777.4	35 MPH.
MP 777.4 to MP 777.7	25 MPH.
MP 781.0 to MP 781.7	35 MPH.
MP 781.7 to MP 784.2	10 MPH.
MP 784.2 to MP 796.4	35 MPH.
MP 796.4 to MP 797.3	30 MPH.
MP 797.3 to MP 809.7	35 MPH.
MP 809.7 to MP 810.0	25 MPH.
MP 810.0 to MP 825.4	30 MPH.

MP 825.4 to MP 863.0	35 MPH.
MP 863.0 to MP 863.4	10 MPH.
MP 900.0 to MP 914.0	35 MPH.
Sidings	10 MPH.
Static Scale—Pensacola	5 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 Pensacola	134 tons

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

Loaded unit coal or grain trains not permitted on sidings at Whitbury and Pickensville.

Six-axle locomotives not permitted on following tracks:

Hamilton—Kerr McGee tracks.

Airport Spur.

Whitbury Spur.

MacMillan—North and south legs of wye.

Between Magnolia and Pensacola— 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.

3. Type of Operation—

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

TWC— Amory to Pensacola.

Yard limits—

MP 612.3 to MP 613.5	MP 777.7 to MP 781.0
MP 644.8 to MP 649.7	MP 812.0 to MP 816.0
MP 677.5 to MP 682.0	MP 861.0 to MP 863.4
MP 730.5 to MP 736.5	including both main tracks
MP 762.5 to MP 767.0	south of junction
MP 772.5 to MP 775.0	MP 900.0 to MP 900.3
	MP 910.0 to MP 915.0

4. General Code of Operating Rule Items—

Rule 6.19— When flagging is required, distance will be 2 miles.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridges, Tunnels, or Other Structures—None.

B. Other FED Locations—

Troup

MP 633.7

Radio Tone Detectors:

Forreston

MP 657.5 (DED Only)

Mt. Hebron

MP 697.9 (DED Only)

6. FRA Excepted Track—NONE.

7. Special Conditions—

Amory— Trains or engines arriving or leaving Amory on Pensacola Subdivision must have permission from yardmaster or operator at Amory when northbound or southbound absolute signals give proceed indication.

Between Amory and Pensacola—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. Before passing over Alabama Bridge 783.7 stop and know safe.

Airport Spur— At Highway 45 and all crossings Columbus AFB, traffic must be warned by crew member on the ground at the crossing.

Columbus— Gate installed across fuel track inside Air Force Base at Airport. For entry, contact Transportation Officer through Agent at Columbus or Operator at Amory.

Whitbury— lead can be used for local service only.

Green Tree Spur— At Highway 80 crossing, traffic must be warned by crew member on the ground at the crossing.

Fountain—When going inside gate at Alabama River Pulp, keep engine and cars on straight track.

Atmore—Telephones located in phone booth at Howard Street are directly connected to Burlington Northern and CSX train dispatchers.

If distant signal 8628 does not display a clear signal, contact CSX train dispatcher.

CSX Trackage—Pensacola and Mobile crews will secure CSX release form and train bulletins to operate on CSX trackage at Cantonment, Mobile, or MacMillan.

Trains originating or destined Pensacola must secure CSX release forms and train bulletins for both M&M and PD/P&A Subdivision.

Trains originating or destined Mobile must secure CSX release forms and train bulletins for both M&M and NO&M Subdivision.

Cantonment—Do not leave cars closer than 60 feet to the two private crossings that cross storage tracks. Blow whistle and ring bell at all private crossings. When shoving or kicking cars over private crossings, a crew member must be on the ground at the crossing to warn traffic until crossing is occupied.

Switch located at MP 900.0 will be lined and locked for new lead. New lead, Track 16, and CSXT Interchange Track 4, will be used as running tracks from BN main track to CSXT main track.

The old main track between MP 897.3 to MP 900.0 is no longer main track, but is designated Old Main. Rule 6.28 applies.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
1125	Cantonment
1126	Pensacola

Other Road Line Segments—NONE

9. Locations Not Shown as Stations— NONE

10. Trains Destined to Operate Over CSX Trackage: Equipment Handling Restrictions

Double stack equipment movements will be governed as follows:

1. Double stack equipment mixed with conventional TOFC/COFC cars must be handled immediately behind the head-end power in the following order:
 - a) Loaded double stack cars;
 - b) Empty double stack cars;
 - c) Conventional TOFC/COFC equipment.
2. Double stack equipment mixed in regular freight service must be handled immediately behind the head-end power in the following order.
 - a) Loaded double stack cars;
 - b) Double stack cars loaded with empty container(s) must not have trailing tonnage in excess of 4,000 tons;
 - c) Empty double stack cars must be placed on rear of train.
3. Solid double stack train:
 - a) No placement restrictions

Empty TOFC/COFC or pedestal flat over 80 feet in length will not be placed in the first 5 cars of any train longer than 50 cars. These instructions do not apply to solid intermodal trains. The definition of an empty car or flat, including TOFC/COFC or pedestal flat, is one without any lading, trailers, or containers, either loaded or empty on them. When adding

cars on line of road, the inside length stenciled on the side of the car, plus 5 feet, will be used to govern the length of the car.

If necessary to move empty 80-foot or longer cars, other than box cars, in solid coal, ore or grain trains, they must be placed on the rear of such trains.

The following 80-foot or longer cars must be regarded as empty cars:

1. Cars weighing less than 50 tons gross weight
2. Flat cars with one loaded trailer
3. Flat cars with empty trailers/containers
4. Empty Rack Cars

Intermodal cars with reporting marks TTFX, TTUX and TTOX equipped with single-axle trucks (one axle under each end of car or under each multiple platform) must be placed in trains as follows:

- When empty (void of any trailers or containers) place near the rear of the train. Trailing cars behind such cars are limited to 40 in number and must be empty.
- When loaded with empty trailer or containers, trailing tonnage behind such car in mixed trains must not exceed 4,000 tons.
- When loaded with loaded trailer or container, trailing tonnage behind such car in mixed trains must not exceed 6,000 tons.

Trains containing TTFX, TTUX and TTOX single-axle intermodal equipment must not be assisted with helper engines attached to the rear of the train.

Center beam bulkhead flat cars in series SCL 109000-109029 and SBD 600150-600175 must not be moved except under authority of the Clearance Bureau.

Blocks of 30 or more cars of coal, grain, phosphate, limerock, sand or aggregates must be handled on head of trains next behind engines, whenever practicable.

Blocks of 30 or more empty cars must be handled on rear of trains whenever practicable.

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Mobile Subdiv MAIN LINE STATIONS			Distance from York	NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
		95732		731.1		YO YORK BKY		0.0	
	1,616	95750		749.9		18.8 CROMWELL JY		18.8	
				750.3		0.4 M & B A		19.2	
		95754		753.8		3.5 LISMAN		22.7	
	6,435	95756		756.4		2.6 POND		25.3	
	1,742	95768		767.9		11.5 BOGUELOOSA		36.8	
		95766		776.2		8.3 GILBERTOWN		45.1	
	3,542	95781		780.1		3.9 SOUWILPA		49.0	
		95785		784.6		4.5 SILAS		53.5	
	5,242	95794		795.0		10.4 MILLRY		63.9	
		95807	1021	807.3		12.3 CHATOM	TWC	76.2	
		95815		815.1		7.8 TIBBIE		84.0	
		95838		838.0		22.9 FAIRFORD		106.9	
		95845		844.7		6.7 M. VERNON		113.6	
		95852		852.5		7.8 M & T CHEMICAL		121.4	
		95858		858.4		5.9 GETTY		127.3	
		95860		860.2		1.8 REED MINERALS		129.1	
	2,956	95864		862.8		2.6 SARALAND		131.7	
		95868		867.5		4.7 CHICKASAW Y		136.4	
				868.5		1.0 TERMINAL JCT JY		137.4	
				868.6		0.1 NS MP 868.6 AY		137.5	
				870.6		2.0 THREE MILE CREEK MY		139.5	
		95874		873.5		2.9 MB MOBILE BKY		142.4	

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Train Dispatcher Calls— York—15, Land—25, Cullomburg—35, Tibble—45, Bucks—65, Mobile—75.

Emergency Train Dispatcher Call—911.

Dispatchers Phone Numbers—

Asst Chief Dispatcher: (417) 864-2224

Ft. Scott Subdivision Dispatcher: (417) 864-2244, (800) 666-1392

Mobile Radio—NONE

1. Maximum Speed Permitted

Freight

York to Mobile	40 MPH.
When handling 15 cars or more of grain, ore, coal or coke, or in combination	30 MPH.
On main track and Southern connection track between MP 728.0 to MP 731.5	10 MPH.
Bridge 740.6	25 MPH.
MP 742.0 to MP 749.8	30 MPH.
MP 749.8 to MP 750.3	10 MPH.
MP 750.3 to MP 760.0	30 MPH.
MP 750.3 until engine through interlocking	20 MPH.
Bridge 765.7	25 MPH.
MP 770.8 to MP 771.0	25 MPH.

Bridge 772.2	25 MPH.
Bridge 775.6	25 MPH.
Bridge 782.5	25 MPH.
MP 793.0 to MP 802.0	30 MPH.
MP 802.0 to MP 803.0 and do not use dynamic brake at this location	25 MPH.
MP 803.0 to MP 815.5	30 MPH.
MP 822.9 to MP 823.5	30 MPH.
Bridge 828.5	25 MPH.
MP 836.5 to MP 837.5	30 MPH.
Bridge 840.1	30 MPH.
Bridge 845.7	25 MPH.
Bridge 866.1	25 MPH.
MP 867.5 to MP 868.5	10 MPH.
MP 868.6 until engine through interlocking	20 MPH.
Over Three Mile Creek Bridge	5 MPH.
All Tracks Terminal RR. Alabama State Docks	10 MPH.
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:

York to Mobile 131.5

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

Loaded grain trains not permitted on Getty Oil Spur.

Six-axle locomotives are not permitted to operate except on main track and on the following sidings and/or tracks— York, Cromwell, Pond, Millry, M&T Chemical, Getty, Reed Minerals and Saraland.

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.

3. Type of Operation—

TWC—York and Mobile.

Yard limits—

MP 728.0 to MP 732.5

MP 748.5 to MP 751.0

MP 867.0 to MP 873.5

4. General Code of Operating Rules—

Rule 6.19— When required to flag, distance will be 2 miles.

5. Trackside Failed Equipment Detectors (FED)—NONE

6. FRA Excepted Track—See GCOR Rule 6.12—

Blakely Island all tracks

All tracks except main track following locations:

MP 728.0 and MP 731.2

MP 749.8 and MP 750.3

MP 867.5 and MP 868.5— including Chair Factory Lead.

7. Special Conditions—

Between York 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 740.1	County Road 9	Ward
MP 749.8	County Road 32	Cromwell
MP 753.8	County Road 9	Lisman
MP 754.1	Highway 10	Lisman
MP 757.4	County Road 24	Pond
MP 765.0	County Road 11	Land
MP 773.5	County Road 9	Toxey
MP 776.2	County Road 14	Gilbertown
MP 783.5	Highway 84	Bollinger
MP 784.0	County Road 6	Silas
MP 807.3	Highway 56	Chatom
MP 827.5	County Road 35	Sims Chapel
MP 844.8	Military Road	Mt. Vernon
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

York—Main track will hold a maximum of 90 cars north from the north switch of the north No. 1 track.

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

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
1127	Mobile—Blakely Island

9. Locations Not Shown as Stations—None.

Division Operating Officers

R.R. Stilmart	Terminal Supt.	Memphis	369-6100
W.S. Smith	Terminal Trainmaster	Memphis	369-6104
D.W. Black	Terminal Trainmaster	Memphis	369-6104
W.R. Greeves ...	Terminal Trainmaster	Memphis	369-6104
C.E. Burchfield ..	Terminal Trainmaster	Memphis	369-6104
D.C. Curbow	Terminal Trainmaster	Memphis	369-6104
Thayer Subdivision—Bridge Jct MP 481.3 to Tennessee Yard			
Birmingham Subdivision—Tennessee Yard to Mineral Wells			
J.M. Ryan	Terminal Manager	Birmingham	320-3600
R.D. Shapley ...	Terminal Trainmaster	Birmingham	320-3604
K.E. Black	Terminal Trainmaster	Birmingham	320-3604
Birmingham Terminal			
J.P. Steward	Trainmaster	Memphis	369-6186
Birmingham Subdivision—Mineral Wells to Birmingham			
(not including Amory Yard or Birmingham Terminal)			
L.L. Edgeworth ...	Trainmaster	Amory	334-4416
Amory Yard			256-9672
Pensacola Subdivision—Amory to Magnolia			
J.M. Sanders	Trainmaster/Gnl. Agent ...	Mobile	438-7760
Pensacola Subdivision—Magnolia to Pensacola			
Mobile Subdivision—York to Mobile			
M.J. Lovelady	Mgr Operating Practices ..	Memphis	369-6159
A.E. Dunaway ...	General Roadmaster ...	Memphis	369-6162
M.J. Brown	Roadmaster	Memphis	369-6166
Thayer Subdivision—Bridge Jct MP 481.3 to Tennessee Yard			
Birmingham Subdivision—Tennessee Yard to Mineral Wells MP 500.0			
G.D. Dunkin	Roadmaster	Amory	334-4427
R.L. Lucas	Supervisor Track	Amory	334-4405
Birmingham Subdivision—Mineral Wells MP 500.0 to Amory MP 613.0			
Pensacola Subdivision—Amory to MS/AL State Line MP 661.94			
D.C. Cheek	Roadmaster	Birmingham	320-3666
W.G. Buzbee ...	Supervisor Track	Jasper	320-3665
Birmingham Subdivision—MP 613.0 to and including Birmingham			
R.D. McCafferty .	Roadmaster	Mobile	438-7761
R.K. Donald	Supervisor Track	Demopolis	289-0184
Pensacola Subdivision—MS/Al State Line to and including Pensacola or			
Mobile Subdivision			800-999-8356