

Division Managers

Amory

MARVIN BROWN Roadmaster 257-6727
DONNIE RIDDLE Trainmaster 257-6716

Birmingham

TOMMY ALFANO Trainmaster 320-3603
TERRY ALLUMS Mechanical Foreman 320-3675
GERALD BUZBEE Roadmaster 320-3666
RANDY HARTZLER Terminal Manager 320-3600
SANDY WYANT Trainmaster 320-3603

Blytheville

JERRY INMAN Trainmaster 864-2589

Cape Girardeau

BILL BELONGY Trainmaster 864-2581
BILL SHULAND Roadmaster 864-2589

Demopolis

ROY EMBERG Roadmaster (334) 289-4070

Jonesboro

RON KENDALL Roadmaster 864-2574

Memphis

BARBARA ANDERSON Terminal Manager 369-6100
BOBBY BROOKS Terminal Manager 369-6100
NEWTON BROWN Director Administration 369-6105
DAVID CARROLL Road Foreman 369-6186
MICHAEL COLEMAN Terminal Trainmaster 369-6102
RICHARD FORSMAN Supervisor Structures 369-6771
ALFRED FRANKLIN Roadmaster 369-6166
DAVID LEE Terminal Superintendent 369-6161
BILL LOVELACE Supervisor Structures 369-6136
MARTIN LOVELADY Road Foreman 369-6159
GARTH SANDERS General Foreman 369-6171
PHILLIP STEWARD Terminal Trainmaster 369-6102
RAY STIMART Superintendent Operations 369-6123
BURNIE VAUGHN Division Engineer 369-6162
ARNOLD WILKERSON Terminal Manager 369-6738
BRAD WELTE Manager, Safety & Rules 369-6193
TOMMY WRIGHT Terminal Trainmaster 369-6102

Mobile

JIM SANDERS Trainmaster 438-7760

St. Louis

TERRY FARRIS Roadmaster 768-7030

Thayer

GRACE GRABOFSKY Trainmaster 864-2598

BNSF



Memphis Division

Timetable No. 2

IN EFFECT AT 0001

Central Continental Time

Sunday, October 24, 1999

**Assistant Vice President
Springfield Region**

D. Clifton

Springfield, Missouri

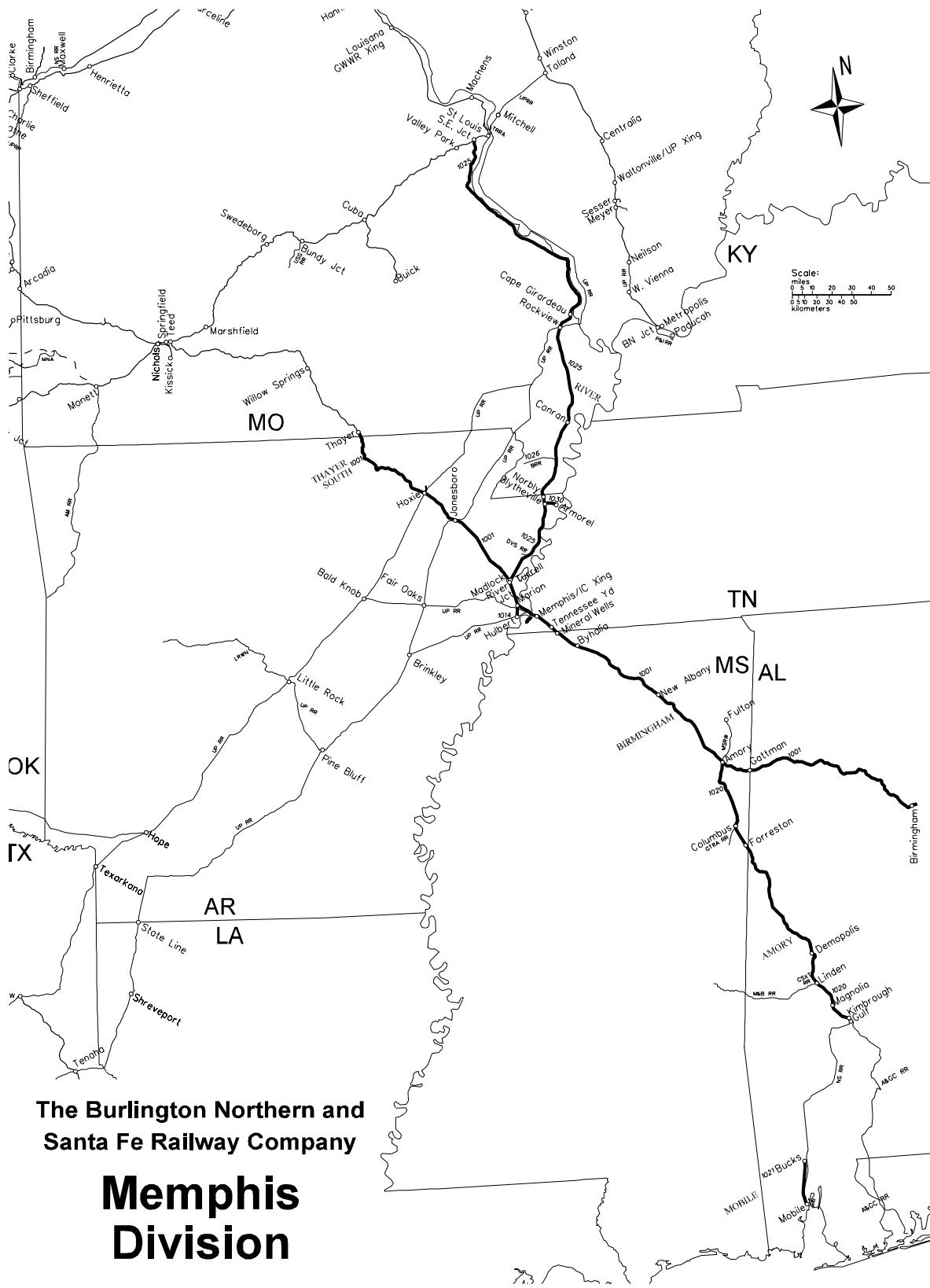
(417) 873-3001

Division Superintendent

T.D. Sarrett

Memphis, Tennessee

(901) 369-6114



The Burlington Northern and
Santa Fe Railway Company

Memphis Division

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Amory Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				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	1020	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	CENTRALA (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	
		98736	735.6	GREEN TREE				4.4	
		98735	736.5	STOKLEY				0.9	
			748.7	CSX		A		0.6	
9,929		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				155.6	

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 Dispatcher Phone Numbers

Amory—Voice: (817) 234-6150, (800) 666-1392, Fax: (817) 234-6374
Cherokee West Dispatcher—Fax: (817) 234-6413

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

1. Speed Regulations

1(A). Speed—Maximum

Freight

Amory to Gulf 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 648.8 to MP 649.3 20 MPH.
 MP 679.0 to MP 681.0 25 MPH.
 MP 708.2 interlocking 20 MPH.
 MP 712.0 to MP 720.0 25 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 733.0 to MP 742.2 25 MPH.
 MP 748.7 interlocking (HER) 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.
 Bridges 615.9, 618.3 and 618.6, cars heavier than 134 tons 25 MPH.
 Green Tree Spur—Highway 21 Crossing
 Until engine over crossing 5 MPH.

Hot Weather Restrictions

When ambient temperature exceeds 90 degrees:
 Trains 100 TOB and over 30 MPH.
 Trains under 100 TOB 40 MPH.
 Passenger trains 49 MPH.
 When temperature exceeds 100 degrees:
 Between MP 649.3 to MP 762.5, all trains 30 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Refer to Table 5 found in the System Special Instructions:
 Amory to Aberdeen 143 tons, Restriction D
 Aberdeen to Boligee 134 tons, Restriction G
 Boligee to Demopolis 143 tons, Restriction C
 Demopolis to Gulf 134 tons, Restriction G

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

Six-axle locomotives and six-axle derricks are 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 649.3
 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 TWD 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.

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 and County Rd. 21, traffic must be warned by crew member on the ground at crossing unless crossing warning device has been operating long enough to provide warning.

Hot Weather Train Handling—(See Item 1(D) For Hot Weather Speed Restrictions.)

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, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

8. **Line Segments**

Road Line Segment

Line Segment Limits

1020 Amory to Gulf

9. **Locations Not Shown as Stations**—None

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Birmingham Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		93496	496.4	TENNESSEE YARD	BJT				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	MT	A				0.7	
		93562	563.0	NEW ALBANY	J				8.4	
	7,480	93571	571.4	REESE					11.0	
	7,094	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	
	6,772	93603	602.7	ARJAY					8.5	
		93611	611.2	AMORY	BJT	CTC			9.1	
	8,411	93621	620.3	JUDGE			1001		8.1	
	6,554	93629	628.4	GATMAN					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					2.1	
			712.3	CP 7123					2.9	
			714.4	CP 7144					0.8	
			715.2	CP 7152					7.1	
	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			227.9	

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 Dispatcher Phone Numbers

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.

1(B). Speed—Permanent Restrictions

MP 494.6 to MP 498.0 40 MPH.
 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 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 (HER) 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 25 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.
 Turnout South Shelby Main 40 MPH.
 Turnouts at Reese 30 MPH.

1(D). Speed—Other

Sidings:
 Trains up to 100 TOB 20 MPH.
 Trains 100 TOB and over 10 MPH.
 Siding Reese 30 MPH.

Hot Weather Restrictions

When ambient temperature exceeds 90 degrees:
 Trains 100 TOB and over 30 MPH.
 Trains under 100 TOB 40 MPH.
 Passenger trains 49 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, Restriction D

35-ft. ore cars (BN 99000-99949, BN 98189, & BNSF 601090-601179) not permitted when loaded with 132 tons or less.

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

MP 712.2 to MP 712.4 on Track 1

MP 714.3 to MP 714.4 on Track 1

MP 715.2 to MP 715.3 on Palos Lead Track

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

MP 712.4 and MP 714.3 on Track 1

MP 714.4 and MP 715.2 on Palos Lead Track

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 501.3—Asplundh

MP 502.8—North Shanult

MP 510.9—Brickmill

MP 590.0—Leggit & Platt

MP 590.4—Tupelo Scrap

MP 600.7—Nettleton

MP 634.7—Oil Field Mud & Cream

MP 511.3—Gem Switch

MP 511.9—House Track

MP 512.7—Byhalia Industrial Track

MP 527.0—Holly Springs Brick Mill

MP 541.1—South House Track

MP 557.3—Watkins Sheppard

MP 564.0—Bench Craft

MP 577.1—Sherman

MP 598.8—Olympic

MP 648.2—Universal

MP 655.6—Brasher

MP 660.1—Glen Allen

MP 663.3—Bazemore

MP 702.1—Alabama State Dock Trk

MP 705.8—Nelson Brothers

MP 729.2—North Pratt Pass

MP 729.8—American Lumber

MP 730.0—South Pratt Pass

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)—Exception Reporting Only

B. Other TWD locations

MP 519.3—Recall Code 147

MP 545.1—Recall Code 148

MP 557.4—Recall Code 247

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)—Exception Reporting Only

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)—Exception Reporting Only

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

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

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

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

Thomas Yard—Outbound trains ready to depart must not leave the yard track until permission is granted by the yardmaster. Conductors of northward trains will arrange to have the train inspected on both sides as the 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 the operator at East Thomas Yard to request permission. The operator at Thomas Yard will communicate with the Birmingham Southern train director and request permission to use 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. The 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 the entrance track to the classification yard, approximately 300 feet west of the ACIPCO main entrance at 16th Street.

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

Hot Weather Train Handling—(See Item 1(D) for Hot Weather Speed Restrictions.)

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, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve

maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

Empty Coal Trains Operating With Distributive Power

Empty coal trains operating between Palos, Ala., and Kansas City, Mo., with distributive power (DP) will be handled as follows:

Prior to departing the power plant at Palos, the remote consist will be placed in the idle mode and will operate to Kansas City in idle mode. This mode allows the consist to use all of the air brake functions. In addition, train check is available and will be used each time train is stopped.

EXCEPTION: In the event that a locomotive in the lead consist fails and an increase in tractive effort is needed to move the train, the following will apply until reaching the first opportunity to switch remote to the head end of the train:

1. Remote consist will be placed in normal mode.
2. Remote consist will be moved to back group and operated independently.
3. Lead consist will be utilized as the primary means to decrease, increase and maintain speed, similar to conventional train operation.
4. Remote consist may be utilized when necessary on ascending grades and to start train provided lead consist is at least four (4) throttle notches higher than the remote consist.
5. Remote consist must not be utilized while operating through other than main track turnouts.
6. Locomotives operated on rear of train (remote consist) are exempt from ABTH Rule 106.1.7 (Locomotive Shut Down Policy).

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	30	Both
93577 Sherman	5.1 north of Belden	12	North
93600 Nettleton	2.4 north of Arjay	18	South
93635 Sulligent	6.5 south of Gattman	30	Both
93649 Guin	6.1 north of Winfield	25	Both
93660 Glen Allen	9.0 north of Eldridge	18	South
93663 Bazemore	6.2 north of Eldridge	10	North
93702 Cordova	2.0 north of Benoit	65	Both

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mobile Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE	STATIONS					
			851.4	END OF TRACK					1.1	
		95852	852.5	ATOCHEM					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	1021	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 Dispatcher Phone Numbers

Dispatcher—(817) 234-6150 or 234-6153, (800) 666-1392
 First and second shift (0700-2300) Monday-Friday
 Third shift (2300-0700) Sunday-Thursday

DFW/Amory Dispatcher:

Voice: (817) 2346150, (800) 666-1392
 Fax: (817) 234-6374
 First and second shift (0700-2300) Saturday-Sunday
 Third shift (2300-0700) Friday-Saturday

Cherokee West Dispatcher:

Voice: (817) 234-6150, (800) 666-1392
 Fax: (817) 234-6413

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
 Refer to Table 5 in System Special Instructions:
 MP 851.4 to Mobile 134 tons, Restriction G

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 Excepted Track—See GCOR Rule 6.12.
 All tracks except main track at 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 a crew member on the ground at the crossing unless the 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—(See Item 1(D) for Hot Weather Speed Restrictions.)

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, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

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

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	River Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Rule 4.3	Rule 6.28				
			7.3	SE JCT.	J			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	STE. GENEVIEVE	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		1025	14.7	
	8,263	98180	180.6	KEWANEE				5.6	
		98186	186.1	LILBOURN - UP GATE	g	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	NORBLY				2.4	
	8,810	98237	238.1	BLYTHEVILLE (To Armored 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. Genevieve - 27(X)
McBride - 67(X)	Wittenberg - 17(X)	Cape - 47(X)
Sikeston - 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 Dispatcher Phone Numbers

Chief Dispatcher—(817) 234-6159
 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 (HER) 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 (HER) 35 MPH.
 MP 64.8 to MP 65.0 40 MPH.
 MP 65.0 to MP 65.2 (HER) 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 (HER) 20 MPH.
 MP 141.7 (over diamond) and do not use dynamic braking 25 MPH.
 MP 142.5 to MP 143.6 (HER) 20 MPH.
 MP 164.3 to MP 166.3 (HER) 20 MPH.
 MP 185.5 to MP 186.6 (HER) 20 MPH.
 MP 198.6 to MP 199.0 (HER) 30 MPH.
 MP 212.2 to MP 213.4 (HER) 20 MPH.
 MP 236.3 to MP 238.0 (HER) 20 MPH.
 MP 253.1 to MP 254.3 (HER) 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 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 Armorer 143 tons, Restriction D
 S.E. Jct. to River Jct. 143 tons, Restriction D

Trains 100 TOB and over not permitted on siding Conran.

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

- Crystal on UP Connection Track beyond 500 feet north of switch.
- 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:

Spur Track at Blytheville Track Number 3938

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 236.3	Bly Compress Trk
MP 104.6	East Perry Lumber Co.	MP 236.6	South Wye Switch
MP 132.0	North End Old Pass	MP 236.7	So. Norbly Switch
MP 132.5	Pig Ramp	MP 237.35	House Track Siding
MP 132.6	Crossover to Pass	MP 237.36	East Gin Switch
MP 132.9	South End Pass	MP 237.5	Armorer Branch
MP 142.5	North End #1 Track	MP 237.6	Crossover Siding
MP 143.4	South End #1 Track	MP 237.65	Crossover Main
MP 143.5	Crossover to Pass	MP 253.6	North End Old Pass
MP 151.0	House Track	MP 253.8	So. End Old Pass
MP 159.7	Spur Track	MP 253.9	House Track
MP 165.0	North Leg Wye	MP 254.1	Osceola Compress

MP 165.1	South Leg Wye	MP 254.3	American Greeting
MP 165.4	House Track	MP 260.7	Driver Elevator
MP 167.2	Vess Bottling	MP 264.5	No. Siding, Wilson

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
- MP 16.4 (DED Only)—SWD only—Recall Code 787
 - MP 21 .8 (DED Only)—NWD only—Recall Code 877
 - MP 47.2 (DED Only)—SWD only—Recall Code 757
 - MP 53.2—NWD only—Recall Code 578
 - MP 134.4 (DED Only)—SWD only—Recall Code 717
 - MP 141.8 (DED Only)—NWD only—Recall Code 837
- B. Other TWD locations
- MP 16.4 (DED Only)—NWD only—Recall Code 787
 - MP 21 .8 (DED Only)—SWD only—Recall Code 877
 - MP 31.5—Recall Code 878
 - MP 47.2 (DED Only)—NWD only—Recall Code 757
 - 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—Recall Code 717
 - MP 141.8 (DED Only)—SWD only—Recall Code 837
 - 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 a 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—(See Item 1(D) For Hot Weather Speed Restrictions.)

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, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
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	North
98010 Hydraulic	1.0 south of Mutual	30	Both
96027 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. Mary's 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		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
			335.1	CP 3351					14.2	
			337.8	CP 3378	X		2MT		12.5	
		93340	339.8	THAYER	B		CTC		10.5	
			340.0	CP 3400					10.3	
7,406	93350		350.3	KING					12.7	
7,079	93363		363.0	BAKER					5.0	
9,000	93368		368.4	WILLIFORD					12.7	
8,574	93381		380.7	IMBODEN					5.3	
9,190	93386		386.0	HOGAN					12.0	
8,484	93398		398.0	HOXIE (UP)	AJ		CTC		8.1	
6,800	93406		406.1	SEDGWICK					13.9	
10,528	93420		420.0	JONESBORO	BT				2.2	
			422.2	UP RRX	A				1.6	
			423.8	UP RRX	A				6.9	
8,902	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			2MT		2.1	
	93475		475.4	CRITCO			CTC		6.0	
			481.4	BRIDGE JCT. (UP)	JA				1.7	
	93483		483.1	SHELCO	Y				0.5	
			483.7	KENTUCKY ST.	XY				0.2	
			483.8	IC	JSY				1.6	
			485.4	NEPTUNE ST.	XY				0.6	
			486.0	KC JCT.			2MT		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				1.4	
			492.9	CP 4929					1.7	
			494.6	N. SHELBY	Y				1.8	
	93496		496.4	TENNESSEE YARD	BJT		CTC		0.8	
			497.XX	S. SHELBY					0.7	
			497.9	S. TENNESSEE YARD					195.1	

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 Dispatcher Phone Numbers

Chief Dispatcher—(817) 234-6159
Dispatcher—(817) 234-6158, (800) 666-1398
Memphis Terminal Dispatcher—(817) 234-6032

Mobile Radio	Radio Channel		Access Digit	Disconnect Digit
Thayer	29 - 68	864-2054	*3	#3
Imboden	93 - 37	864-2055	*1	#1
Jonesboro	97 - 34	864-2056	*1	#1
Memphis	29 - 68	369-6147	*2	#2

1. Speed Regulations

1(A). Speed—Maximum

Thayer to Tennessee Yard **Freight**
60 MPH.

1(B). Speed—Permanent Restrictions

MP 339.8 to MP 340.0, both main tracks 35 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 420.4 (HER) 45 MPH.
MP 422.2 to MP 423.8 40 MPH.
MP 430.2 to MP 431.3 (HER) 45 MPH.
MP 436.6 to MP 436.7 (HER) 45 MPH.
MP 447.0 to MP 448.0 (HER) 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.
MP 494.6 to MP 497.7, Shelby Main Track 40 MPH.
MP 497.7 to MP 498.0, outside track 40 MPH.

1(C). Speed—Switches and Turnouts

Siding turnouts:
Imboden, Sedgwick, Hoxie, Roe, Madlock 30 MPH.
Drace, Williford, Hogan, Bay 40 MPH.
All other siding turnouts 20 MPH.
MP 340.0, through turnouts 35 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.
Shelby Main through turnouts 40 MPH.
Crossovers Neptune St., McLemore St., North Yale,
South Yale, Democrat Road 20 MPH.

1(D). Speed—Other

Sidings:
Imboden, Sedgwick, Hoxie, Roe, Madlock 30 MPH.
Drace, Williford, Hogan, Bay 40 MPH.
All other sidings 20 MPH.
Northbound trains after leading wheels on lead locomotive
have passed the signal at MP 492.9 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

Refer to Table 5 in the System Special Instructions:
Thayer to Tennessee Yard 143 tons, Restriction E
Marion to Hulbert 134 tons, Restriction G
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF
601090-601179) are not permitted.

43-ft. long cars loaded to 143 tons are limited to blocks of 5 cars or less over Bridge 482.1, Memphis.

Mississippi River Bridge—The following will govern operation of locomotives over the 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 is on the 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-ft. coil cars weighing 143 tons or greater may not be handled over bridge with more than four 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 is 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 a six-axle derrick over the Mississippi River Bridge Memphis, a car not heavier than 50 tons must be entrained on both ends of the derrick.

3. Type of Operation

CTC—in effect:

MP 335.1 to MP 497.9

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

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 a Stop indication, a crew must comply with Rule 9.12.3 by complying with instructions in the release box and must comply with Rule 9.12.1 by contacting the BNSF control operator.

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

- MP 339.47 Mill Track
- MP 339.78 House Track
- MP 358.3 Team Track Old Pass
- MP 380.9 House Track
- MP 398.3 South Leg Wye Switch
- MP 412.0 Bono Cotton Gin
- MP 419.7 North New Belt - Siding
- MP 419.83 South New Belt - Siding
- MP 419.85 South Crossover Switch - Siding
- MP 419.85 South Switch
- MP 419.87 North UP Connection
- MP 420.0 South #1 Track
- MP 420.03 South Switch - Siding
- MP 420.1 Pump North
- MP 420.21 House Track - Siding
- MP 420.4 Pump South
- MP 424.6 Kreuger Paper Co.
- MP 430.68 House Track
- MP 436.4 Team 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 TWD locations
 - MP 336.0—Exception Reporting Only, Main 1 and Main 2
 - MP 342.0 (DED only)—Exception Reporting Only
 - MP 344.9—(King) Recall Code 428
 - MP 350.4 (DED only)—Exception Reporting Only
 - MP 350.5—Exception Reporting Only
 - MP 355.1 (DED only)—Exception Reporting Only
 - MP 359.4—Exception Reporting Only
 - MP 365.4—Recall Code 527
 - MP 369.5 (DED only)—Exception Reporting Only
 - MP 373.3 (DED only)—Exception Reporting Only
 - MP 378.1 (DED only)—Exception Reporting Only
 - MP 383.4 (DED only)—Exception Reporting Only
 - MP 390.3 (DED only)—Exception Reporting Only
 - MP 392.0 (Portia)—Recall Code 528
 - MP 401.1 (Hoxie)—Recall Code 627
 - MP 427.1 (Bay)—Recall Code 628
 - MP 447.9 (Marked Tree)—Recall Code 127
 - MP 468.4—NWD only—Recall Code 128

6. FRA Excepted 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

Thayer—Trains being held on Main 1 for extended periods of time must stop short of the house track switch.

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, Jonesboro addition F/Interlocker.

IC Crossing—MP 483.8, protected by four-way stop signs.

Presley Jct.—UP Railroad crossing MP 476.2 is 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 they are equipped with automatic crossing warning signals.

System Special Instructions Item 3(A), 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 the IC yardmaster whether any track bulletins or track conditions will affect normal movement.

Yard Limit (IC Rule 509) 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.
Broadway, east and west leg of wye	5 MPH.
Trigg Ave. to City Wye	20 MPH.
City Wye to and including Johnson Yard	10 MPH.

All trains and on-track equipment approaching the IC crossing are required to stop short of the permanent stop sign. Crew members must ascertain that no conflicting movements are present prior to proceeding. When conditions require, a crew member must go ahead of the train or on-track equipment and signal when it is safe to proceed.

Sloan—Spot cars according to list found in mail box. Excess cars are to be moved to Ravenden or Hardy.

Jonesboro—The southward approach signal to Jonesboro UP Interlocking for purposes of GCOR Rule 9.9.1 (Passing Approach to Automatic Interlocking) is the signal at North Jonesboro. GCOR Rule 9.9.1 speed for this application is 15 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 the 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 the train dispatcher and be governed by his instructions. Crossover switch on UP 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 that 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—The power-operated switch located at the south end of the hump lead and the middle track at the south end of Tennessee Yard is controlled by the hump conductor. The power switch is equipped with electric switch lights that indicate the position of the switch for train movement in both directions. A green indication means that the switch is lined for movements on the middle track. A yellow indication means that the switch is lined for movements on the hump lead. If the switch light is not

illuminated, a stop will be made and the switch examined before making movement.

Instructions to Hand-Operate Power Switch at South End of Hump Lead at Tennessee Yard

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

The power switch at the south end of the hump lead is equipped with a hand-throw lever for manual operation.

Hot Weather Train Handling—(See Item 1(D) for Hot Weather Speed Restrictions.)

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, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications, or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed. Additionally, when ambient temperature exceeds 100 degrees, the use of dynamic braking is limited to 50 percent of the maximum allowable, and the use of independent engine braking is to be avoided where practicable. Sources for temperature information include trackside warning detector reports, dispatcher, or local maintenance personnel.

While operating with hot weather train handling and speed restrictions, the maximum allowable dynamic brake effort will be restricted to 50% of maximum (dynamic brake handle position number 4).

For slowing and controlling train speed, refer to ABTH Rule 104.7.

For planned stops, while in dynamic brake, supplement with train air brakes as needed.

Empty Coal Trains Operating With Distributive Power

Empty coal trains operating between Palos, Ala., and Kansas City, Mo., with distributive power (DP) will be handled as follows:

Prior to departing the power plant at Palos, the remote consist will be placed in the idle mode and will operate to Kansas City in idle mode. This mode allows the consist to use all the air brake functions. In addition, train check is available and will be used each time the train is stopped.

EXCEPTION: In the event that a locomotive in the lead consist fails and an increase in tractive effort is needed to move the train, the following will apply until the first opportunity to switch remote to the head end of the train is reached:

- 1. Remote consist will be placed in normal mode.
- 2. Remote consist will be moved to back group and operated independently.
- 3. Lead consist will be used as the primary means to decrease, increase and maintain speed, similar to conventional train operation.

- 4. Remote consist may be used when necessary on ascending grades and to start the train, provided the lead consist is at least four (4) throttle notches higher than the remote consist.
- 5. Remote consist must not be used while operating through other than main track turnouts.
- 6. Locomotives operated on rear of train (remote consist) are exempt from ABTH Rule 106.1.7 (Locomotive Shut Down Policy).

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
1014	Marion to Hulbert	474.0 to 479.4
1001	Teed to Tennessee Yard	

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
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
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	50	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