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# **Memphis Division**

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## **Timetable No. 3**

**IN EFFECT AT 0001  
Central Continental Time**

**Sunday April 2, 1995**

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

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





<b>1. Maximum Speeds Permitted--</b>	<b>Freight</b>
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 form Hump tower to S TY .....	20 MPH.
Middle Track Tenn. Yard form Hump tower to S TY .....	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:**

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
	8th	11-25
	7th	8-10
3501-5250	Throttle Off	0-7
	8th	13-25
	7th	10-12
	6th	8-9
5251-7000	Throttle Off	0-7
	8th	20-25
	5th	15-19
Over 7000	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 six axle 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: Trains and Engines--**When stopped by a Stop Indication at the automatic interlockings at MP 398.0 (Hoxie), 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 Castailia St., Yale Yard
- 9) Ralston Purina Spur, located at Castailia 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 Mld 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
	8,636	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 JT		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
		93715		715.1	QA	PALOS		218.7
	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	PRAATT 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) 864-2224**  
**Dispatcher: (417) 864-2245, (800) 666-1393**

Mobile Radio		Access Digt	Disconnect Digt
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. 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 528.7	30 MPH.
MP 528.7 to MP 530.6	45 MPH.
MP 530.6 to MP 534.6	50 MPH.
MP 534.6 to MP 535.6	45 MPH.
MP 535.6 to MP 535.9	40 MPH.
MP 535.9 to MP 538.1	45 MPH.
MP 550.4 to MP 550.6	50 MPH.
MP 561.3 to MP 562.3	50 MPH.
MP 562.3 to MP 562.6	30 MPH.
MP 562.6 to MP 574.0	45 MPH.
MP 574.0 to MP 575.7	50 MPH.
MP 586.4 to MP 587.4	45 MPH.
MP 587.4 to MP 588.6	20 MPH.
MP 610.6 to MP 612.2	Until engine through limits
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 664.0 and 686.6 cars over 134 tons.	25 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

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

**Shari–Futorlan—** Six–axle locomotives and six axle derricks 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: Trains and Engines—**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 589.7 North Runaround Track
MP 501.3 Asplundh	MP 589.8 Olympic
MP 501.9 Murphy Products	MP 589.9 South Runaround Track
MP 502.8 North Shanuit	MP 590.0 Leggit & Platt
MP 503.1 South Shanuit	MP 590.4 Tupelo Scrap
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 583.8 Wicks Lumber Co.	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 GCOR Rule 9.9.1, PASSING APPROACH TO AUTOMATIC INTERLOCKING, apply 15 MPH as the determining speed in the rule instead of 25 MPH.

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

**Birmingham–**

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

**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 10th Ave & 28th St.  
Block 2—NS 23rd Ave. North & 27th St.

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

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

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	BJKTY	0.0	
		98624		623.7		11.4 ABERDEEN	T	11.4	
						(Aberdeen Lead 3.6 miles)			
		98631		630.9		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)			
				647.3		8.5 CG MP 647.3	A	35.0	
		98648		648.2	CO	0.9 COLUMBUS	JY	35.9	
				648.8		0.6 KCS MP 648.8	A	36.5	
		98653		653.1		4.3 WHITBURY		40.8	
						(To Eka Noble Chemical 1.3 ml.)			
		98661		660.7		7.6 FORRESTON		48.4	
	8,600	98669		669.3		8.6 PICKENSVILLE		57.0	
		98680		679.9	AL	10.8 ALICEVILLE	K	67.6	
		98695		694.7		14.8 W GREENE		82.4	
		98700		700.4		5.7 MT HEBRON		88.1	
		98705	1020	705.2		4.8 CROSSROADS OF AMERICA INDUSTRIAL PARK	TWC	92.9	
						(1.8 miles)			
	7,880	98708		708.1	BG	2.9 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 ml.)			
				728.9		4.5 WARRIOR BRIDGE	728.9 A	116.6	
		98731		731.2	DS	2.3 DEMOPOLIS	BJK	118.9	
		98735		735.2		4.0 STOKLEY		122.9	
		98736		735.6		0.4 GREEN TREE		123.3	
						(To Gulf States Paper Co. 9.7 ml.)			
				748.7		13.1 CSX MP 748.7	A	136.4	
	1,900	98749		749.3		0.6 LINDEN	J	137.0	
		98764		764.2	MG	14.9 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	5.4 MACMILLAN	BKTY	167.2	
				783.7		4.2 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)			
	4,038	98830		830.4		16.3 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			Distance from Amory via CSX	NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
		98835		834.6		MEGARGEL		222.3	
	2,949	98838		837.6		GOODWAY	TWC	225.3	
		98847		847.0		HUXFORD		234.7	
		98853		852.4		McCULLOUGH		240.1	
	3,750	98863		863.4		ATMORE		251.1	
OPERATION BETWEEN ATMORE AND CANTONMENT IS VIA CSX RAILROAD.									
		98898		900.0		CANTONMENT	JY	295.1	
		98906		906.3		ENSLEY		301.4	
		98907		907.0		EDGE		302.1	
		98915		915.0	PN	PENSACOLA	BJKTY	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—

Asst. Chief Dispatcher: (417) 864-2224

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

Mobile Radio

Amory

334-4423

Access Digit

\*1

Disconnect Digit

#1

1. Maximum Speed Permitted—

Freight

Aberdeen Spur from Wye to New Bridge	30 MPH.
MP 635.2 to MP 635.9	25 MPH.
MP 647.3 to MP 648.8	20 MPH.
MP 679.0 to MP 681.0	25 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 760.0	25 MPH.
MP 726.9 to MP 728.9 southward until engine through limits	15 MPH.
Bridge 728.9 over steel spans	10 MPH.
MP 728.9 to MP 730.9 northward until engine through limits	15 MPH.
Green Tree Spur—Highway 21 Crossing until engine over crossing	5 MPH.
MP 748.7 until engine through interlocking	20 MPH.
MP 774.2 to MP 775.0	30 MPH.
MP 775.0 to MP 776.0	35 MPH.
MP 776.0 to MP 777.4	40 MPH.
MP 777.4 to MP 783.0	25 MPH.
MP 783.0 to MP 784.2	10 MPH.
MP 784.2 to MP 796.5	40 MPH.
MP 796.5 to MP 798.7	30 MPH.
MP 798.7 to MP 809.5	40 MPH.
MP 809.5 to MP 810.0	25 MPH.
MP 810.0 to MP 825.4	30 MPH.
MP 825.4 to MP 826.2	35 MPH.
MP 830.1 to MP 831.6 until engine through limits	35 MPH.
MP 845.0 to MP 848.0	45 MPH.
MP 848.0 to MP 854.3	40 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 and six axle derricks 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 812.0 to MP 816.0
MP 644.8 to MP 649.7	MP 861.0 to MP 863.4
MP 762.5 to MP 766.0	including both main tracks
MP 772.5 to MP 774.2	south of junction
MP 777.7 to MP 781.0	MP 900.0 to MP 900.3
	MP 914.0 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—** 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.

**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.

**Troup MP 633.7: FED**—The System Special Instructions for Key Trains requires, among other restrictions: "If an FED requires an inspection and no defect or indication of overheating is found, speed must not exceed 30 MPH until another inspection by a hot bearing detector has been made." FOR SOUTHWARD TRAINS AT TROUP, this portion of the instruction is changed to read: For southward trains at Troup, if the FED at MP 633.7 identifies a particular car with a hot journal or hot wheel, set out that car plus any other hot journal or hot wheel car that is found. If the FED does not identify a particular car but does require inspection of entire train, and no defect or indication of overheating is found, train may proceed, but crew must closely observe the equipment for the next 25 miles.

**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.

**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.

**Cantonment to Pensacola**—When operating a single lite locomotive only, at the following crossings, until crossing is occupied traffic must be warned by crew member on the ground at the crossings unless crossing warning device has been operating long enough to provide warning.

MP 900.3	Upper Tate Road	MP 906.9	Hope Street
MP 900.8	Archer Road	MP 907.7	Diamond Dairy Road
MP 901.6	North Tate Road	MP 907.8	Pinestead Road
MP 901.9	South Tate Road	MP 908.8	Marcus Point Blvd.
MP 902.3	Kingsfield Road	MP 909.9	Michigan Ave.
MP 903.0	West Roberts Road	MP 910.0	Beverly Pkwy.
MP 903.9	10 Mile Road	MP 910.6	Massachusetts Ave.
MP 904.5	9 1/2 Mile Road	MP 911.7	Pottery Road
MP 905.0	9 Mile Road	MP 911.9	Bobbe Street
MP 905.7	Hannah Street	MP 913.4	Jackson Street
MP 906.1	Detroit Blvd	MP 913.5	Citrus Street
MP 906.6	Broad Street	MP 914.7	"W" Street

**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 Mobile	NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
				851.4		END OF TRACK		22.1	
		95852		852.5		M & T CHEMICAL		21.0	
		95858		858.4		GETTY		15.1	
		95860		860.2		REED MINERALS		13.3	
2,956	95864		1021	862.8		SARALAND		10.7	
		95868		867.5		CHICKASAW	Y	6.0	TWC
				868.5		TERMINAL JCT	JY	5.0	
				868.6		NS MP 868.6	AY	4.9	
				870.6		THREE MILE CREEK	MY	2.9	
		95874		873.5		MB MOBILE	BKY	0.0	

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

**Train Dispatcher Calls- Y Bucks-65, Mobile-75.**

**Emergency Train Dispatcher Call-911.**

**Dispatchers Phone Numbers-**

**Asst Chief Dispatcher: (417) 864-2224**

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

**Mobile Radio-NONE**

**1. Maximum Speed Permitted**

**Freight**

MP 851.4 to Mobile	40 MPH.
When handling 15 cars or more of grain, ore, coal or coke, or in combination	30 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:**

MP 851.4 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- 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-MP 851.4 and Mobile.**

**Yard limits-**

MP 867.0 to MP 873.5

**4. General Code of Operating Rules--**

**Rule 1.48--Getting on and off moving equipment--**When BN employees are on foreign railroads, BN GCOR Rule 1.48 applies.

**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 867.5 and MP 868.5-- including Chair Factory Lead.

**7. Special Conditions--**

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

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

**8. Other Line Segments--**

Yard Line Segments--

<u>Line Segment</u>	<u>Limits</u>
1127	Mobile--Blakely Island

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



### Division Operating Officers

**R.R. Stimart** ..... **Terminal Supt.** ..... **Memphis** ..... **369-6100**  
**W.S. Smith** ..... **Terminal Manager** ..... **Memphis** ..... **369-6711**  
W.R. Greeves ... Terminal Trainmaster ..... Memphis ..... 369-6104  
C.E. Burchfield .. Terminal Trainmaster ..... Memphis ..... 369-6104  
D.C. Curbow .... Terminal Trainmaster ..... Memphis ..... 369-6104  
G. Pollard ..... 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 ..... Birmingham ..... 320-3665  
Birmingham Subdivision—MP 613.0 to and including Birmingham  
Doug Perry ..... Roadmaster ..... Demopolis ..... 289-4070  
Pensacola Subdivision—MS/Al State Line to and including Pensacola  
Mobile Subdivision

Jimmy Galloway Mgr Field Safety ..... Memphis ..... 369-6146

Dan Kluthe ..... Mgr. Operating Rules ..... Springfield ..... 864-2182