

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					2.7	
			337.8	CP 3378	X		2MT		2.0	
		93340	339.8	THAYER	B		CTC		0.2	
			340.0	CP 3400					10.3	
	7,554	93350	350.3	KING					12.7	
	9,745	93363	363.0	BAKER					5.4	
	8,974	93368	368.4	WILLIFORD					12.3	
	8,530	93381	380.7	IMBODEN					5.3	
	9,325	93386	386.0	HOGAN					12.0	
	8,680	93398	398.0	HOXIE (UP)	AJ				8.1	
	6,808	93406	406.1	SEDGWICK					4.9	
	9,815	93411	411.0	BONO			CTC		9.0	
	11,209	93420	420.0	JONESBORO	BT				2.2	
			422.2	UP RRX	A				1.6	
			423.8	UP RRX	A				6.9	
	9,265	93431	430.7	BAY					9.2	
	8,965	93440	439.9	ROE					7.3	
	10,590	93447	447.2	CALDER					7.3	
	8,927	93455	454.5	DRACE					7.7	
	8,380	93462	462.2	MADLOCK	T			1001	0.4	
		93462	462.6	RIVER JCT.	J				8.4	
		93472	471.0	HARVARD	B				2.3	
		93474	473.3	MARION To Hulbert (UP)	J		2MT		5.3	
		93475	478.6	CRITCO			CTC		2.8	
			481.4	BRIDGE JCT. (UP)	JA				1.7	
		93483	483.1	SHELCO					0.6	
			483.7	KENTUCKY ST.	JX				0.1	
			483.8	CN JCT.	JM				1.6	
			485.4	NEPTUNE ST.	X				0.6	
			486.0	KC JCT.	JX				0.6	
			486.6	McLEMORE ST.	X		2MT		1.3	
			487.9	NORTH YALE	X				1.6	
			489.5	SOUTH YALE	X				2.0	
			491.5	DEMO	X				1.4	
			492.9	CP 4929					1.7	
			494.6	N. SHELBY					1.8	
		93496	496.4	TENNESSEE YARD	BJT		CTC		1.1	
			497.5	S. SHELBY					0.4	
			497.9	S. TENNESSEE YARD					162.8	

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)
North Madlock - 12(X)	South Madlock - 13(X)	Memphis Terminal - 83(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
Dispatcher—(817) 234-6156, Fax, (817) 234-6416
Memphis Terminal Dispatcher—(817) 234-6032

Mobile Radio	Radio Channel		Access Digit	Disconnect Digit
Thayer	29 - 68	829-4746	*3	#3
Imboden	93 - 37	433-3999	*1	#1
Jonesboro	97 - 34	433-3998	*1	#1
Memphis	29 - 68	433-3996	*2	#2

1. Speed Regulations

1(A). Speed—Maximum

MP 335.1 to MP 497.9 Freight 60 MPH.

1(B). Speed—Permanent Restrictions

MP 335.1 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 419.5 to MP 420.4 (HER) 20 MPH.
MP 422.2 to MP 423.8 40 MPH.
MP 430.2 to MP 431.3 (HER) 55 MPH.
MP 436.6 to MP 436.7 (HER) 55 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.
Williford, Hogan, Bono, Bay, Drace 40 MPH.
Calder, Trains 100 TOB and over 25 MPH.
Trains under 100 TOB 40 MPH.
All other siding turnouts 20 MPH.
MP 340.0, through turnouts 35 MPH.
MP 471.0, through turnout 25 MPH.
MP 473.3, through crossovers 25 MPH.
MP 478.6, through turnout
Trains 100 TOB and over 40 MPH.
Trains under 100 TOB 50 MPH.
MP 481.4, through turnout to UP connection 20 MPH.
MP 483.9, crossovers 10 MPH.
MP 486.0, crossovers KC Jct. 10 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.
Williford, Hogan, Bono, Bay, Calder, Drace 40 MPH.
MP 421.77 to MP 421.21 (HER) NWD Caraway Rd. 10 MPH.
MP 462.05 to MP 462.25 (HER) NWD Barton Ave. 20 MPH.
All other sidings 20 MPH.
On Wye between Turrell Siding and Madlock Siding 5 MPH.
Hulbert Branch, MP 474.0 to MP 476.2 25 MPH.
NWD 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
MP 497.7 (South Shelby) 20 MPH.
Middle track Tenn. Yard from hump tower to STY 20 MPH.
On A Line from A Line Switch on BNSF Main 2 to Switch IC 5 MPH.

Temperature Restriction—When the ambient (air) temperature exceeds 90 degrees F. the applicable speed restriction will apply on the main track at the following locations:

- MP 440.0 to MP 447.0
- MP 465.0 to MP 471.0
- Trains 100 TOB and over 30 MPH.
- Trains under 100 TOB 40 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 Shelco 143 tons, Restriction E
- Shelco to Tennessee Yard 143 tons, Restriction C
- Marion to Hulbert 134 tons, Restriction G

35-ft. loaded ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) are not permitted between Thayer and Shelco.

43-ft. to 44-ft 10-in. long cars loaded to 143 tons are limited to blocks of 5 cars or less over Bridge 482.1, Memphis.

Thayer—Six-axle locomotives are not permitted on yard tracks 7804, 7808 and 7809.

Hulbert Branch—No six axle locomotives are allowed to operate from MP 476.0 to MP 479.4 on the Hulbert Branch. The limits are North of Presley Jct. all the way up the UP Connection South of Broadway Street. Six axle locomotives will be able to use the main track switch up to Presley Jct. to make a set out or pick up or to tie up.

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 the minimum throttle position necessary to move the train when the engine is on the restricted section, drifting when possible.

DC Locomotives			AC Locomotives		
Horsepower in Service	Max. Throttle Position...	At Speed	Horsepower in Service	Max. Throttle Position...	At Speed
3500 and Under	8	0 - 25	3800 and Under	8	11 - 25
	8	11 - 25		6	0 - 10
3501 - 5250	7	8 - 10	3801 - 7600	7	20 - 25
	Off	0 - 7		5	8 - 19
5251 - 7000	8	13 - 25	Over 7600	Off	0 - 7
	7	10 - 12		5	15 - 25
	6	8 - 9		3	8 - 14
	Off	0 - 7		Off	0 - 7
Over 7000	8	20 - 25			
	5	15 - 19			
	Off	0 - 14			

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:

The power must be shut off and be governed by the following:

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

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

43-ft. tank cars and 45-ft. coil cars weighing 143 tons or greater may not be handled over the 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 the bridge.

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

Acceleration and Braking—Trains must not be accelerated while the engine is moving over the restricted section. Trains should be controlled so that only light brake applications will be required. The use of independent or dynamic brakes is not permitted over the restricted section.

Six-Axle Derrick—When handling a six-axle derrick over the bridge, 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

Multiple Main Tracks—in effect:

- 2 MT:**
- MP 335.1 to MP 340.0
- MP 471.0 to MP 478.6
- MP 483.1 to MP 492.9

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

- NTY to Tennessee Yard
- CP 4929 to NTY, MT 2
- Hulbert Branch—MP 474.0 to MP 476.2

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

- MP 422.2
- MP 423.8
- MP 476.2 on Hulbert Branch, LS 1014
- MP 481.4

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—The absolute signals governing movement through the interlockings at MP 481.4 and on the CN Main at BNSF MP 483.8 are also controlled signals. To pass a Stop indication, a crew must comply with Rule 9.12.3 by complying with the instructions in the release box and they must comply with Rule 9.12.1 by contacting the BNSF control operator.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 478.7 Critco—SWD—Recall Code 138
 - MP 483.26—NWD—DED—Recall Code 838
- B. Other TWD locations
 - MP 336.0—Exception Reporting Only, Main 1 and Main 2
 - MP 342.0—DED—Exception Reporting
 - MP 344.9—(King) Recall Code 428
 - MP 350.4—DED—Exception Reporting
 - MP 350.5—Exception Reporting
 - MP 355.1—DED—Exception Reporting
 - MP 359.4—Exception Reporting
 - MP 365.6—Recall Code 527
 - MP 369.5—DED—Exception Reporting
 - MP 373.3—DED—Exception Reporting
 - MP 378.1—DED—Exception Reporting
 - MP 383.4—DED—Exception Reporting
 - MP 390.3—DED—Exception Reporting
 - MP 392.0 (Portia)—Recall Code 528
 - MP 401.1 (Hoxie)—Recall Code 627
 - MP 427.1 (Bay)—Recall Code 628
 - MP 445.2—Recall Code 127
 - MP 468.4 (Jericho)—Recall Code 128
 - MP 478.7 (Critco)—NWD—Recall Code 138
 - MP 483.26—SWD—DED—Recall Code 838

**6. FRA Excepted Track
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 and the Hump Lead.
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: 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.

Sloan/Valley Stone—Spot cars according to list found in mail box by Valley Stone electric lock. Do not place cars into track 8501 (Old Sloan) unless 8510, 8511, and 8512 are full. If 8510, 8511, 8512 and 8501 are full, move excess cars to Ravenden or Hardy. Any engines left at Sloan on Valley Stone are to be left at the south end of Sloan Track 8501.

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.

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.

Hulbert Branch—Contact the Harvard Yardmaster at 870-739-7115 prior to entering the Hulbert Branch at Marion or Presley Jct.

Presley Jct.—MP 476.2 to Hulbert MP 479.4 is TWC territory and is under the jurisdiction of the UPRR dispatcher. UPRR Rules and authority apply. Contact the UPRR for track warrants and bulletins prior to departing Harvard at phone number 402-636-1600, or 800-726-1106, or radio channel 14. The UPRR crossing at MP 476.2 is protected by a gate. The normal position is against BNSF. Comply with the instructions at the gate and restore the gate to the normal position after movement.

CN JCT—Permission must be obtained from the CN yardmaster at Johnson Yard before entering the CN main track. Crews must determine from the CN yardmaster whether any track bulletins or track conditions will affect normal movement. Yard Limit (CN Rule 509) is in effect on all CN tracks operated upon by BNSF crews, except the limits of the CN Jct. Control Point. Do not make reverse movements in the CN Jct. Control Point without contacting the BNSF Control Operator.

The following speed restrictions are in effect for BNSF crews on CN tracks:
 BNSF crews will not exceed restricted speed on any IC track.
 Through crossovers and turnouts 10 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.

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.

Remote Control Operations—Signs located at MP 483.1 (Thayer South Subdivision) and MP 500.0 (Birmingham Subdivision) designate the Remote Control Area at Tennessee Yard.

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.

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 movement on the hump lead. If the switch light is not illuminated, movement must stop and the switch must be examined before making the 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 an emergency, when the 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 the 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 practical. Sources for temperature information include trackside warning detector reports, the 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 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 106.3 (Shut Down Requirements for Locomotives Not Being Used).

Loaded Unit Train Restrictions—Loaded unit trains of grain, coal, taconite, potash, coil steel and other such bulk trains must, when practical, not take the siding. If it is necessary for these trains to take siding, the speed entering and exiting the siding is restricted to 10 MPH.

Loaded unit trains are not permitted on the sidings at Jonesboro, Imboden, Sedgwick and Madlock.

Key Trains—Key trains must not use the siding at Madlock.

Block Signal Territory Instructions—In block signal territory, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

"BNSF 6301 West approach signal north Imboden at 35 MPH".

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

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
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

10. Grade Charts

