

MEMPHIS SUBDIVISION (0430)

Mile Post	Rule 6.3	CP #'s	Radio Display: Memphis to Bald Knob -2020		Sta. #'s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST ▲			
380.7	YL		MEMPHIS (Sargent Yd.) (0.1)	BY	XG093	Yard	
380.6			KC JCT. (2.2)	(X)NS(G)			
378.4		Y381	TOWER 17 (0.1)	(M)			
378.3			(X)IC(S) (0.1)				
378.2		Y380	TEXAS ST. (0.1)	(M)			
378.1		Y379	KENTUCKY ST. (1.8)	X(M)	XG091		
377.9		Y378					
376.5		CTC 2MT	Y377	HARAHAN (0.7)	XY		
375.9			Y376	BRIDGE JCT. (0.6)	(X)BNSF(Z)	XG088	
375.3		CTC	Y375	BRIARK		XG087	
375.3	Y901		BRIARK JCT. (5.3)				
370.0			PRESLEY JCT. (3.5)	(X)BNSF(G)	XG082		
366.5	Y366		EAST MARION (2.0)	X			
364.5	Y364		WEST MARION (2.9)	X			
361.6	Y362		CRAWFORDSVILLE (12.5)	!	XG074	9901	
359.6	Y360						
349.1	Y349		SMITHDALE (16.7)	!	XG060	7656	
347.5	Y347						
332.6	Y280		WYNNE SUBDIV. CONN. (0.1)				
332.3	Y332	WYNNE (11.4)	BT!	C 304	8649		
330.5	Y330						
320.9	Y321	FAIR OAKS (2.0)	!T	XG031	8197		
319.2	Y318						
318.9		(X)UP(A) (17.1)		T			
301.3	Y301	NEW AUGUSTA (1.5)	!	XG012	6280		
300.0	Y300						
298.5		WHITE RIVER (10.1)	D(M)	XG010			
288.4	Y288	EAST BALD KNOB (0.5)		T			
287.9	Y289	BALD KNOB	BT	X 288			

(928)

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 377.9 and MP 287.9.
Yard Limits Between MP 380.7 and MP 376.5.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 380.7 and 287.9	
(Except as Below)	60
380.7 and 378.4.....	10
378.4 and 377.9.....	20
377.9 and 375.2.....	25
370.0 (X).....	40
346.4 and 345.5.....	50
336.1 and 334.8.....	50
334.8 and 331.8.....	40
318.9 (X).....	40
299.1 and 298.6.....	40
298.6 and 298.2.....	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Crawfordsville.....	10
Fair Oaks.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
North and South Wye Bald Knob.....	10
Kentucky St. - IC (X).....	10
IC (X) - Old Aulon Tower on CSX Track..	10
IC West Jct. Via Y and MV Track.....	10
Coal Chute Wye Track.....	10
Connecting Track Fair Oaks siding to Jonesboro Sub (MP 172.9).....	10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between CP Y378 and CP Y375.

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

# 371.4	# 326.8	# 292.5
# 357.5	# 315.2	
# 341.0	# 303.4	

SI-08 RULES ITEMS

Trains originating Memphis secure track warrant prior to passing Kentucky St.

CP Y379 - refer to Rule 8.10.

Gate protecting NS RR crossing MP 380.6 may be left lined as last used.

Rule 1.13: Employees operating within the Memphis Terminal Area must have a copy of the "current" Memphis Terminal Operating Instructions available for reference while on duty.

Rule 8.3 - Exception: No normal position for connector track switch in siding Fair Oaks. Trains entering this siding on any signal displaying other than a proceed indication expect to find this switch lined against movement for siding to main track. Permission must be obtained from the Memphis Subdivision train dispatcher before lining this switch and obtain permission from the Jonesboro Subdivision train dispatcher before entering the connector track to the Jonesboro Subdivision.

Symbol (Z) shown in the station column (SI-00) indicates a Manual Interlocking also equipped with a Release Box for trains and, when equipped, a MofW Key Release Box. Special instructions for the operation of each location with this type interlocking are shown in SI-08 of the Subdivision Special Instructions. When authorized to pass signal displaying a Stop indication at these locations, employees will be governed by these special instructions and the instructions in the proper Release Box. Foul Time and/or CTC rules do not apply within the interlocking limits at these locations.

When authorized to pass signal displaying Stop indication:

1. For train or engine movement, crews will be governed by instructions in the Release Box located at the crossing. Release Box operation will force the signals on conflicting routes to display a Stop indication.
2. For MofW movement, MofW employees will be governed by Rule 42.7.2 (Automatic Interlockings) and report to the train dispatcher when clear of interlocking limits.

Bridge Jct. (X) BNSF (Z) Y376: When interlocking signal displays STOP indication, comply with instructions outlined for interlockings indicated with the (Z) symbol.

Instructions for movement thru transfer track off Trk.2 in SI-14.

Fair Oaks (X) UP (A) MP 318.9: Eastward trains approaching the absolute signal at the interlocking must stop before passing signal case located 2500 feet west of Hwy 49 (signal case is marked "Hwy 49") unless the interlocking signal displays an indication more favorable than Stop.

SI-09 FRA EXCEPTED TRACKS

North Memphis Main from North end of Leewood yard to end of track (Old North Yard) including Union Pacific owned portion of North Loop.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
W. Memphis Ind. Ld	370.0	XG085
Gavin	368.0	XG080
Marion	365.5	XG077
Earle	352.1	XG064
Hamlin	324.7	XG037
McCroroy	309.3	XG021
Patterson	307.3	XG019
Rio Vista	292.8	XG006

SI-11 INDUSTRIAL LEADS

Georgia Street Industrial Lead: From Dehyco switch to D. Canale switch (Industry Lead).

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 tons.

Do not exceed:

- 55 MPH if freight train is over 90 TPOB;
- 50 MPH if freight train is over 110 TPOB.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Yardmaster Sargent Yard must be notified before movement is made in either direction between Sargent Yard and CP Y381. Movement between CP Y381 and CP Y378 on Authority Train Dispatcher Only .

Bridge Jct (X) BNSF (Z) Y376.: Following instructions govern movement through transfer track between UP Trk. 2 and BNSF main track:

Movement from UP Trk. 2 to BNSF main track:

1. Contact BNSF train dispatcher for permission to enter BNSF main track.
2. Contact UP train dispatcher for permission to enter transfer track. If a PROCEED indication cannot be given for movement onto transfer track, operate release box before movement is made into the transfer track.

Movement from BNSF main track to UP Trk. 2:

1. Contact UP train dispatcher for permission to enter UP Trk. 2.
2. Contact BNSF train dispatcher for permission to enter transfer track. If a PROCEED indication cannot be given for movement onto transfer track, operate the release box before movement is made into the transfer track.

At Memphis:

* Trains enroute to CSXT RR or using CSXT Trk.101 must contact the CSXT dispatcher to ascertain if there are any restrictions regarding men and equipment working on or about the track prior to entering CSXT RR trackage.

* Trains enroute to BNSF RR or using BNSF tracks between CP Y378 and CP Y380 must ascertain if there are any restrictions regarding men and equipment working on or about the track prior to entering BNSF trackage.

Memphis (Trains moving to or from CN/IC RR): All trains moving to or from the CN/IC RR at Memphis must have the following documents in their possession prior to entering or moving on any CN/IC main track:

1. Current CN/IC general orders issued by the CN/IC train dispatcher, Homewood, IL.
2. Blank work authority sheet for copying work authority.

These documents should be picked up at the location where the initial UP track warrant for bulletins is received for the train.