

**THE NASHVILLE, CHATTANOOGA AND
ST. LOUIS RAILWAY**



CHATTANOOGA DIVISION

TIME-TABLE

No. 499

TAKING EFFECT

SUNDAY, JUNE 30, 1946, AT 12:01 A. M.

CENTRAL STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

THE RIGHT IS RESERVED TO VARY THEREFROM
AS CIRCUMSTANCES MAY REQUIRE

W. J. McWHORTER - - - - - General Manager
F. WHITTEMORE - - Superintendent Transportation
J. W. TUCKER - - - - - Superintendent
T. J. HALE - - - - - Assistant Superintendent
J. W. TEMPLETON - - - - - Trainmaster
E. L. FULGHUM - - - - - Assistant Trainmaster
W. J. WATKINS - - - - - Chief Dispatcher
H. T. HUTTON - - - - - Assistant Chief Dispatcher

S A F E T Y F I R S T

Safety means the conservation of human life.

Always be on the alert to avoid accidents.

Foggy and stormy weather require special attention to the speed of your train.

Exercise precaution and regularity in your work.

Take no chances.

You should always look before stepping on a track.

Furnish your train proper protection at all times.

Injuries often result by depending upon others to protect you.

Review from time to time your books of rules.

Study your time-table carefully.

Think of those dependent upon you before taking a chance and you will

Always Be Careful.

—THINGS TO REMEMBER—

1. This Railway is composed of two parts:—one, is its physical plant—tracks, signals, shops, station buildings, locomotives, freight and passenger cars; the other, the men and women who operate it.

2. The first are the tools with which we work. However fine they may be, the finished product, in our case transportation, will be inferior unless we are experts in their handling. You can easily sell high-class merchandise—customers clamor for it—it is hard to dispose of shoddy and inferior goods, they go at bargain prices, if at all.

3. Railroads no longer have a monopoly in transportation, and in the future will be confronted with the keenest competition from transport by highway, air and water. We must make a high-class product if we are to sell it in quantity at a fair price, in the face of our competitors. They know that the surest way to get a repeat order is to please the customer, which means to give an efficient service, and that means a service given with courtesy and appreciation.

4. We have certain advantages over other forms of transportation, and in turn they have certain advantages over us, so, we too must show courtesy and appreciation if we are to get "repeat orders".

5. We face the changed conditions of an ever-changing complex civilization. It is nothing to shy away from; it cannot be met by hiding our heads in the sand. We must recognize and face it.

6. The only way to hold a reasonable share of the business that offers is to give a dependable service, and to see that our customers, big and little, are shown consideration and courtesy. It is the customer's money that makes the wheels click and our pay checks possible. However

fine our plant, you alone can make our service human and personal.

7. There are a million and one things you can do, and usually you are the only one who can do a particular thing.

8. It is you who must be kind and considerate of the aged or crippled passenger. It is you who must be courteous to all who ride.

9. It is you in yards and at freight stations who must see that shipments are handled promptly. It is you who rub elbows with our patrons who must by word and act let them see we appreciate their business.

10. It is you in train service who must see that freight movements are handled carefully and expeditiously, both in terminals and on the line.

11. It is you in freight and passenger depots, and in yard and ticket offices who must answer the telephone and furnish courteous and intelligent answers to the customer's question.

12. NOBODY but YOU can do these things, and TODAY is the DAY to BEGIN. Don't sit back and depend on someone else to do it. He may be depending on YOU.

13. We shall not fail if each does a little more that every patron may receive a service a little better than he expected.

14. There is nothing new in this—nothing you do not already know. But I think well to have it before us that we may remember the importance of doing simple things.

H. S. Hackworth

President.

STANDARD CLOCKS

Cedar Street ----- Washhouse.
 Union Station ----- Train Order Office.
 Kayne Avenue ----- Yard Office.

REGISTERING STATIONS

Union Station ----- Train Order Office—For trains originating or terminating at Union Station.

BULLETIN BOARDS

Cedar Street ----- Washhouse.
 Union Station ----- Train Order Office.
 Union Station ----- Conductors' Room.
 Kayne Avenue ----- Yard Office.

TRAIN ORDER SIGNAL

Oak Street ----- For south bound trains.
 N. C. & St. L. Rule 221 applies.

INTERLOCKING AND BLOCK STATIONS

South end Passenger Yard.
 Oak Street.

INTERLOCKING SIGNALS

1. Home signal on Oak Street city bridge applying to south bound movements, governs as follows:

Top arm for movement to L. & N. south bound main track.
 Middle arm for movement to N. C. & St. L. south bound main track.
 Bottom arm for movement via any other route.

CONTROLLED MANUAL BLOCK SIGNALS

1. Color-Light Controlled Manual Block Signals, designated by a horizontal number plate, are located as follows:

(a) No. 6 L on west side of south bound main track at south end of Oak Street interlocking plant. Governs south bound movements with the current of traffic to CTC Absolute Block Signal No. 236 L on signal bridge south of Lebanon Junction.

(b) No. 8 L on west side of north bound main track at south end of Oak Street interlocking plant. Governs south bound movements against the current of traffic to CTC Absolute Block Signal No. 238 L on signal bridge south of Lebanon Junction.

(c) No. 8 R on signal bridge south of Lebanon Junction and over north bound main track. Governs north bound movements with the current of traffic to first interlocking home signal applying.

(d) No. 6 R on signal bridge south of Lebanon Junction and over south bound main track. Governs north bound movements against the current of traffic to first interlocking home signal applying.

Their indications are:

Red ----- Stop.
 Yellow ----- Caution.
 Green ----- Proceed.

(See Special Instruction No. 5)

AUTOMATIC BLOCK SIGNALS

Color-Light Absolute Automatic Block Signals, designated by marker lamp (not lighted) displayed vertically below the signal light and, in addition, by vertical number plate, are located as follows:

No. 1.7 on west side of track No. 18, South Nashville Yard.

No. 1.6 on signal bridge south of Lebanon Junction and over main track of Lebanon Branch.

Their indications are:

Red ----- Stop.
 Yellow ----- Caution.
 Green ----- Proceed.

(See Special Instruction No. 6)

PILOT INDICATORS

1. A Pilot Indicator is attached to Automatic Block Signal No. 1.7 on west side of track No. 18, South Nashville Yard, to indicate whether switch for movement from that track to south bound main track may be opened.

(a) A Pilot Indicator is attached to east upright of signal bridge south of Lebanon Junction, to indicate whether switch for movement from main track of Lebanon Branch to north bound main track may be opened.

Their indications are:

When displaying a yellow light, it indicates switch to which it applies may be opened and when not displaying a yellow light it indicates switch to which it applies may not be opened.

(See Special Instruction No. 6)

INSTRUCTIONS RELATING TO INTERLOCKING, BLOCKS AND PILOT INDICATORS

1. When any Interlocking Dwarf Signal; bottom arm of any high interlocking Home Signal, or Interlocking Signals between 11th Avenue interlocking plant and Oak Street interlocking plant are indicating "Proceed with Caution" (semaphore arm in diagonal position and displaying a yellow light by night), trains or engines affected must proceed prepared to stop short of train, obstruction, or switch not properly lined and to lookout for broken rail.

2. Between Nashville and signs on signal bridge south of Lebanon Junction reading "CTC BEGINS" and "CTC ENDS", Nashville Terminals requirements as to Interlocking, Automatic Block System, Controlled Manual Block System and Pilot Indicators will apply, except as otherwise provided.

3. When entering or leaving Union Station, trains or engines will be governed by indications of interlocking signals, and movement may be made on any track for which route and signal may be given, except an interlocking signal indicating Stop may be passed on permission of operator-leverman.

4. Interlocking signals governing entrance to freight yard north of Fogg Street, when indicating "Proceed with Caution," only authorize passage of trains or engines over switches to enter yard, and do not indicate that leads or yard tracks outside of interlocking limits are clear.

5. A Controlled Manual Block Signal must not be passed when indicating Stop unless authorized by operator-leverman at Oak Street, or, if means of communication with this operator-leverman fail, a train may, after waiting a reasonable time, proceed under protection of flag to the next block signal or interlocking signal applying.

6. Before fouling or entering south bound main track from track No. 18, South Nashville Yard, or north bound main track from main track of Lebanon Branch, the indications of Color-Light Absolute Automatic Block Signal and Pilot Indicator applying to such movement must be obeyed and, in addition, with the view of preventing delay to movement on main track to be entered, conductor or foreman must, if means of communication with operator-leverman at Oak Street have not failed, communicate with and have a thorough understanding with this operator-leverman as to what movement is to be made and obtain his permission to make such movement, or, if means of communication with this operator-leverman fail, such movement may be made when protected by flag in both directions.

7. A train or engine passing a block signal indicating Caution must be prepared to stop at next block signal or interlocking signal applying, if indicating Stop.

8. A train or engine passing a block signal indicating Stop must expect to find one or more of the following conditions:

- A train or other obstruction in the block.
- An open switch in the main track.
- Opposite switch of cross-over in wrong position.
- A car on siding within fouling distance of the main track.
- A broken rail.

9. When a movement through a cross-over from one main track to another main track or from a siding to a main track is to be made in Controlled Manual or Automatic Block Systems, both switches of the cross-over must be open before train or engine starts to make the cross-over movement, and the movement from main track to main track must be completed before either switch is restored to normal position.

10. Between Oak Street and Lebanon Junction, before making a movement from one main track to another by use of hand-throw switches, conductor or foreman must, if means of communication have not failed, communicate with and have a thorough understanding with the operator-leverman at Oak Street as to what movements are to be made and obtain his permission to make such movements. If means of communication fail, such movements may be made when protected by flag in both directions.

11. Report must be made by conductor or foreman to operator-leverman at Oak Street when a movement to Lebanon Branch is clear

SPECIAL INSTRUCTIONS NASHVILLE TERMINALS (Continued)

of north bound main track; when a movement to track No. 18, South Nashville Yard, is clear of south bound main track, and when a movement has cleared a main track between Oak Street and Lebanon Junction by use of cross-over between main tracks.

12. Telephones connected with Oak Street are located in boxes or booths convenient to all hand-throw main track switches and cross-overs between main tracks.

13. When, as provided for in the foregoing instructions, trains or engines are moving on authority of signal indication only, or permission of operator-leverman at Oak Street, such indication or permission will supersede time-table superiority, but will not dispense with the use or the observance of other signals whenever and wherever they may be required.

14. When necessary for a Nashville Terminals yard engine to operate within CTC limits on Chattanooga Division, movement must be protected by flag in both directions, and, in addition, if means of communication have not failed, permission to operate within such limits must be obtained from Train Controller.

A telephone in booth located on east side of Lebanon Branch near signal bridge may be used to communicate with Train Controller located at Cowan, Tenn.

SPEED REGULATIONS

1. Speed regulations apply to the entire train.
2. An instruction to proceed at restricted speed requires that train or engine must not exceed ten (10) miles an hour to the next block signal or interlocking signal applying, expecting to find one or more of the following conditions:

- (a) A train or other obstruction in the block.
- (b) An open switch in the main track.
- (c) Opposite switch of cross-over in wrong position.
- (d) A car on siding within fouling distance of the main track.
- (e) A broken rail.

3. Passenger trains must not exceed twenty (20) miles an hour between Lebanon Junction and south end of Oak Street interlocking plant, except must not exceed fifteen (15) miles an hour when moving through cross-overs or turn-outs and must not exceed fifteen (15) miles an hour when moving between south end of Oak Street interlocking plant and Union Station and except must not exceed speed named in paragraph (b).

(a) Freight trains, mixed trains, and engines must not exceed fifteen (15) miles an hour between Lebanon Junction and Kayne Avenue yard, except must not exceed ten (10) miles an hour when moving over hump in Kayne Avenue middle yard and except must not exceed speed named in paragraph (b).

(b) When moving against the current of traffic between north end of interlocking plant at Oak Street and south end of interlocking plant at South end Passenger Yard, trains or engines must move under such control that they can stop within the range of vision, except must not exceed maximum speed regulations, but this requirement will not be authority for any train or engine to move against the current of traffic within such limits.

MISCELLANEOUS

1. Terminals operating limits extend to 2384 feet south of Lebanon Junction.

(a) South bound trains, except first class, may leave Nashville without Clearance Card, Form A.

(b) Trains, except first class and Nos. 20 and 21, may run between Nashville and train order office at Stevenson without being created as a regular train, section, or extra train and such trains may, when necessary, be designated by their engine number.

(c) Crew assigned to No. 21 may assume schedule and leave Nashville without Clearance Card, Form A.

(d) Between Nashville and train order office at Stevenson, a train without identity will display signals as prescribed by Rule 21, but such signals must not be displayed elsewhere without train order to run as an extra train.

J. P. POLK	Superintendent
S. J. LAWRENCE	Assistant Superintendent
M. N. PERRY	Assistant Trainmaster
J. L. DAVIS	Assistant Trainmaster
B. F. CASTLEMAN	Assistant Trainmaster

SPECIAL INSTRUCTIONS—GENERAL

SUBDIVISIONS

Between Nashville and Chattanooga, including Shelbyville and Tracy City Branches.

Between Bridgeport and Pikeville.

MISCELLANEOUS

1. Where the words "Train" or "Trains" appear in rules, special instructions or bulletins, such rules, special instructions or bulletins, when applicable, must also be observed by an engine or engines.

2. Rule 10 of Rules governing the Operating Department has been changed to read as follows:

Color	Indication
General Use	
Red	Stop.
Yellow	Proceed with Caution, and for other uses prescribed by rules and special instructions.
Green	Proceed, and for other uses prescribed by rules and special instructions.
White	As prescribed by Rules 12, 17, 18, 21, 24 and 33 and special instruction No. 8, page 5.
Blue	See Rule 26.
Train Order Signals	
Red	Stop. Train orders.
Green	Proceed. No train orders.
Block Signals	
Red	Stop.
Yellow	Caution.
Green	Proceed.
Interlocking Signals	
Red	Stop.
Yellow	Proceed with Caution.
Green	Proceed.
Pilot Indicators	
Yellow } Red }	As prescribed by special instructions, page 10.
Main Track Switches	
Red	Not set to normal position.
Green	Set to normal position.
Inside Track Switches	
Yellow	Not set to normal position.
Green	Set to normal position.
Derails	
Yellow	Set to derail.
Green	Not set to derail.
Station Signal—Flag Stop	
Green & Yellow	Rule 28 has been so changed.

3. A yellow fusee burning, instead of a green fusee burning, is a caution signal.

4. On two or more tracks, a red fusee burning or a yellow fusee burning will not apply to the track on which a train is running if placed beyond the first rail of an adjoining track. Employees will be governed accordingly when placing fusees for the protection of a train.

5. One long, two short and one long (—00—) sounds of the engine whistle is an answer to a caution signal given by torpedoes or by yellow signals (except yellow fixed signals but not including "Slow" signs) and, in the absence of prescribed speed, the speed must then not exceed that necessary for safety.

6. Two short and one long (00—) sounds of whistle of leading engine of a doubleheader is a signal for engineman of second engine to assume control of train brakes.

Engineman of second engine must then immediately cut in brake valve, after which he will answer by sounding engine whistle in same manner, and engineman of leading engine must then immediately cut out brake valve.

4 SPECIAL INSTRUCTIONS—GENERAL (Continued)

No attempt may be made to return control of train brakes to engineman of leading engine until train has been stopped; defects in leading engine corrected, and enginemen have verbally arranged for engineman of leading engine to assume control of train brakes, but if defects in leading engine cannot be corrected where this stop is made, second engine must be put in the lead as soon thereafter as possible.

7. One extra long, followed by a succession of more than three short sounds of engine whistle is a distress signal.

Employes hearing this signal must at once go to aid of such train if their other duties will permit.

Signal must be repeated if necessary.

8. Two long, one short and one long (— 0 —) sounds of engine whistle must be sounded approaching public crossings at grade, except within the State of Georgia, two long and two short (— 00) sounds of engine whistle must be sounded approaching such crossings.

When not within corporate limits, signal must be repeated or the last sound prolonged until crossing is reached.

When within corporate limits, signal will not be repeated or the last sound prolonged while approaching crossing except to prevent an accident.

9. The engine whistle must be sounded as prescribed for public crossings at grade and engine bell rung at signs with W & R thereon, located on right hand side of track as seen from an approaching train, but such sounding of such whistle and ringing of such bell does not relieve those concerned from fully observing Rule 31.

10. When rules require headlights to be displayed, electric headlights equipped with dimmers must be dimmed:

- (a) At points in yards where yard engines are at work.
- (b) At meeting points.
- (c) When standing.
- (d) On two or more tracks when approaching opposing trains.

11. By night, when road engines are being run backward on double track between trains and roundhouse, a red light must be displayed at front of engine on pilot beam and a headlight or a white light displayed at rear of tender.

12. By day, marker lamps instead of green flags, will be displayed to indicate rear of train. By night, yellow lights instead of green lights, will be displayed in marker lamps.

(a) Within CTC limits, when a train turns out by night and is clear of main track, yellow marker lights must be displayed to the front, side and rear.

(b) When cars not equipped to display the prescribed markers are handled behind a caboose or a passenger car, such markers must be displayed on caboose or passenger car and, in addition, a red flag by day and a red light by night, must be displayed on rear of last car.

When not within CTC limits and clear of main track to be passed, red signal must be removed from rear car, and by night, yellow marker lights displayed to the front, side and rear.

When within CTC limits and clear of main track, red signal must be removed from rear car and, by night, yellow marker lights displayed to the front, side and rear.

13. When cars are pulled by a yard engine or helper engine, except when shifting or making up trains in yards, a flagman must be stationed on rear car and, in addition by night, a red light must be displayed on rear end of rear car.

*14. When trains are approaching sidings at which they are to be met or passed by trains of the same or superior class, either by schedule or train order, or any other trains by train order, or at which they are to wait for any train, or trains, by train order, enginemen must, immediately after sounding signal, Rule 14 (m), sound signal, Rule 14 (a).

(a) Conductors of passenger trains must place themselves in position to hear these signals if sounded and, failing to hear them, must take immediate action to stop the train.

(b) A freight or a mixed train must not pass a siding until engineman, or enginemen, have received signal, Rule 12(b), from rear end, except when weather or other conditions prevent such signal being seen from engine, or engines.

*15. A train may run ahead of another train of the same class from schedule passing point without train order authority to do so,

* CTC rules apply within CTC limits.

but if thereafter overtaken by such train it must be permitted to pass promptly.

*16. Third class trains and extras not handling fast freight connections or passengers must let trains handling such connections or passengers pass without delay, except a section must not pass a section of the same schedule without change of identity as provided for in Rule 94.

Local freight trains must let other third class trains and extras pass without delay.

*17. Extras may pass and run ahead of third class trains.

18. Unless some form of block system is used, trains in the same direction must keep not less than ten (10) minutes apart, except a freight train may more closely follow another freight train when closing up at stations and except such spacing is not required within yard limits where all trains are required to move under such control that they can stop within the range of vision, unless so spaced by an operator with train order signal or Clearance Card, Form A.

19. Bulletin issued in April, 1913, relieving operators at train order offices from displaying train order signal so as to indicate Stop behind freight trains is cancelled and Rule 91(a) fully restored.

20. Train orders will be issued by authority and over the initials of the Chief Dispatcher.

21. If a "middle" order is issued and later a 19 form train order addressed to the train restricted is placed at the same station advancing that train from that station for a train for which there restricted by the "middle" order, operator may, if so instructed by the train dispatcher, hoop the "middle" order with the order addressed to the train.

22. When a train has received a train order restricting it at a station in advance and an order is delivered to it at the station where restricted, enginemen must not pass point where previously restricted at that station until order received there is known to authorize passage of train beyond such point.

23. Employes must provide themselves with the books of rules by which their duties are prescribed.

*24. Where emergency telephones are located at points not within CTC limits, conductors must call train dispatcher promptly after their train has been delayed twenty (20) minutes.

25. Cars not having steel underframe, such as those used with wreckers and pile drivers, cabooses, boarding cars, empty flat cars, and engines of light construction in tow, must be placed in rear part of train, and, when practicable, immediately ahead of its caboose.

26. When freight trains of twenty five (25) or more cars or mixed trains of seven (7) or more cars have been stopped for water or coal (engine and tender to be counted as one car and caboose as one car), air brakes must be applied by engineman and engine detached. If on a grade, hand brakes must also be applied. While taking water or coal, engine brake must be kept applied.

27. If a train stops when ascending a grade, and cars are being pulled, hand brake on rear car must be applied immediately to prevent slack running out.

Should engineman apply air brakes when such hand brake is applied, the hand brake must not be applied tighter. When starting, the hand brake must be released.

YARD LIMITS

*1. Trains using a main track within yard or station limits as authorized by Rule 93, will, in addition to protecting as required against first class trains, protect against other trains if such other trains have not a view of train thus using that main track of four hundred (400) feet or more, except that trains carrying passengers, in addition to protecting as required against first class trains will, if delayed other than while making a station stop of not exceeding two (2) minutes, fully protect against other trains.

Nothing in the foregoing instructions may be construed as modifying any speed regulation within yard or station limits or the requirements of block system rules.

*2. Within yard or station limits, all trains except first class trains will, when practicable, keep posted as to first class trains with the view of not delaying them, but while in position to be struck by such trains must fully protect against them as required by Rule 99.

* CTC rules apply within CTC limits.

SPEED REGULATIONS

1. Speed regulations, unless otherwise provided, apply to the entire train.
2. When speed is restricted by rule, special instruction, bulletin or otherwise, such speed restriction must be observed.
3. The black figures with yellow background on signs located near the approach to certain curves indicate the speed in miles an hour which must not be exceeded on curves so protected.
4. All trains must not exceed fifteen (15) miles an hour on passing tracks or passing sidings and, unless otherwise provided, when moving through cross-overs or turn-outs.
- *5. All trains, except first class trains, must approach all water stations under control.
6. When work on track, or bridge, is being protected by a yellow signal displayed stationary upon a staff on right hand side of track as seen from an approaching train, enginemen must, as soon as signal comes into view, answer it, as loud as possible, by one long, two short and one long (— 00 —) sounds of engine whistle and, if running at higher speed, immediately reduce speed to twenty (20) miles an hour if the figures 20 are stenciled in black on signal and to ten (10) miles an hour, keeping lookout for stop signal, if these figures are not on signal, until train has passed track, or bridge, being repaired, except that when a proceed signal, Rule 12(b), is given by the foreman with a green flag on a staff by day, normal speed may be resumed. A green signal displayed stationary upon a staff on right hand side of track as seen from an approaching train, indicates end of section of track, or bridge, on which such speed regulation is to be observed.
7. Standard "Slow" signs showing permissible speed, will be erected where a more or less permanent condition requires such slow speed, and their erection will be bulletined. Standard "Resume Speed" signs will be used only, and always, in connection with these standard "Slow" signs, and will be placed at each end of the section of track, or bridge, on which such speed regulation is to be observed.

On single track, and on double track for movements with the current of traffic, these signs will be on right hand side of track as seen from an approaching train.

On double track, for movements against the current of traffic, these signs will be on left hand side of track as seen from an approaching train.

8. When a hand car (or any car that is put on or taken off of a track by hand) is being moved on a track under protection of a yellow flag by day or a yellow light or yellow fusee by night held in the hand of a flagman (except as provided for in Rules 12[a] and 13), enginemen must, as soon as signal comes into view, answer it, as loud as possible, by one long, two short and one long (— 00 —) sounds of engine whistle and, if running at higher speed, immediately reduce speed to five (5) miles an hour at places where there is not an unobstructed view ahead equal to the spacing of six (6) telephone or telegraph poles and to fifteen (15) miles an hour at other places, until a proceed signal, Rule 12(b), is given with a white flag on a staff by day or a white light by night, by employe with car.

AIR BRAKES

1. Rule 349 of Rules governing the Operating Department has been changed to read as follows:
On a passenger train, after engine or engine crew has been changed, or an angle cock closed except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Except where conditions otherwise require, steam or power must not be shut off and engine brake must be held off. In case the brakes do not operate properly in this test, signal, Rule 14(a), must be given.

2. All trains must have air brakes on all cars in working order out of all terminals but should defect develop in the air brakes en route, making it necessary for trainmen to cut out one or more brakes, the unserviceable number of air brake units must not exceed 15% of total cars in train, engine and tender to be counted as two units.

Number of cars required with operative air brakes in trains of various lengths

- 1 to 6 inclusive..... All.
- 7 to 13 inclusive..... All except 1.

* CTC rules apply within CTC limits.

14 to 19 inclusive.....	All except 2.
20 to 26 inclusive.....	All except 3.
27 to 33 inclusive.....	All except 4.
34 to 39 inclusive.....	All except 5.
40 to 46 inclusive.....	All except 6.
47 to 53 inclusive.....	All except 7.
54 to 59 inclusive.....	All except 8.
60 to 66 inclusive.....	All except 9.
67 to 73 inclusive.....	All except 10.
74 to 79 inclusive.....	All except 11.
80 to 86 inclusive.....	All except 12.
87 to 93 inclusive.....	All except 13.
94 to 99 inclusive.....	All except 14.
100.....	All except 15.

Should air brakes become defective between terminals, train should not be operated through an intermediate repair point where repairs to air brake equipment on cars are made without either having the work done with car in train or setting the car out at such repair point for repairs.

3. When a train is to couple to another for the purpose of assisting it, the engineman of the leading train must be notified of the intended arrangement; the air must be coupled between the two trains; engineman of rear train must cut out brake valve, and engineman of leading train must assume control of the train brakes, except when there is no danger of cars getting away on a grade, engine of rear train should be detached to push leading train, and except when a light engine is used to push a stalled train the air should not be coupled between this engine and the stalled train.

In all cases, where engine is detached for this purpose, sufficient hand brakes must be applied to hold cars and air brakes alone must not be depended upon. Chances must not be taken with either freight or passenger train by detaching engine on grades where it is thought hand brakes will not hold cars.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or instructions governing speed of trains

Miles an Hour	1 Mile in		Miles an Hour	1 Mile in		Miles an Hour	1 Mile in Seconds
	Min.	Sec.		Min.	Sec.		
6	10		41	1	27	72	50
8	7	30	42	1	25	73	49
10	6		43	1	23	75	48
12	5		44	1	21	77	47
15	4		45	1	20	78	46
16	3	45	46	1	18	80	45
17	3	31	47	1	16	82	44
18	3	20	48	1	15	84	43
19	3	9	49	1	13	86	42
20	3		50	1	12	88	41
21	2	51	51	1	10	90	40
22	2	43	52	1	9		
23	2	36	53	1	7		
24	2	30	54	1	6		
25	2	24	55	1	5		
26	2	18	56	1	4		
27	2	13	57	1	3		
28	2	8	58	1	2		
29	2	4	59	1	1		
30	2		60	1			
31	1	56	61		59		
32	1	52	62		58		
33	1	49	63		57		
34	1	45	64		56		
35	1	42	65		55		
36	1	40	66		54		
37	1	37	67		54		
38	1	34	68		53		
39	1	33	69		52		
40	1	30	70		51		

SPECIAL INSTRUCTIONS— GENERAL (Continued)

NUMBERS OF ENGINES OF DIFFERENT CLASSES

G-8-A	280 to 286 inclusive.
H-7-B	411, 412, 413, 414, 416 and 419.
H-7-C	384 to 410 inclusive, 415, 417 and 418.
H-8-C	420 to 424 inclusive.
H-9	450 to 459 inclusive.
J-1	551.
J-1-C	550 and 552 to 562 inclusive.
J-2	565 to 569 inclusive.
J-3	570 to 539 inclusive.
K-1	501, 502 and 503.
K-1-A	504, 505, 506, 508, 509, 510 and 511.
K-2	530 to 537 inclusive.
L-1	602, 604, 607, 610, 611, 612, 618, 620, 621, 623, 624, 626, 627 and 628.
L-1-C	600, 601, 603, 608, 609, 613, 614, 615, 616, 617, 619, 622 and 625.
L-2	652 and 655.
L-2-C	650, 653, 656 and 657.
L-2-A-C	660 to 671 inclusive.
L-2-B-C	651, 654, 658 and 659.
P-1	950 to 954 inclusive.

SURGEONS

Dr. Duncan Eve, Chief Surgeon	Nashville, Tenn.
Dr. L. W. Edwards, Associate Chief Surgeon	Nashville, Tenn.
Dr. Robert Sullivan, Oculist	Nashville, Tenn.
Dr. J. M. Shipp, Local Surgeon	Smyrna, Tenn.
Dr. J. K. Kaufman, Local Surgeon	Murfreesboro, Tenn.
Dr. M. L. Connell, Local Surgeon	Wartrace, Tenn.
Dr. Jack Farrar, Local Surgeon	Tullahoma, Tenn.
Dr. A. P. Smith, Local Surgeon	Decherd, Tenn.
Dr. J. H. Marable, Local Surgeon	Cowan, Tenn.
Dr. H. T. Kirby-Smith, Local Surgeon	Sewanee, Tenn.
Dr. C. F. J. Hartung, Local Surgeon	Bridgeport, Ala.
Dr. J. L. Raulston, Local Surgeon	Richard City, Tenn.
Dr. D. A. Greer, Local Surgeon	Pikeville, Tenn.
Dr. E. T. Newell, Division Surgeon	Chattanooga, Tenn.
Dr. E. D. Newell, Associate Division Surgeon	Chattanooga, Tenn.
Dr. Cecil E. Newell, Associate Division Surgeon	Chattanooga, Tenn.
Dr. Edward T. Newell, Jr., Asso. Division Surgeon	Chattanooga, Tenn.
Dr. J. M. Hogshead, Oculist	Chattanooga, Tenn.

SPECIAL INSTRUCTIONS—MAIN LINE

* South bound trains are superior by direction to north bound trains of the same class.

DOUBLE TRACK

Between Nashville and Glencliff.

At Rockledge. (South bound main track chambers 74 cars and north bound main track 76 cars.)

Between Tantallon and Sherwood.

Between Stevenson and Bridgeport.

Between Drawbridge and Chattanooga.

* CTC rules apply within CTC limits.

STANDARD CLOCKS

Nashville	Cedar Street—Washhouse.
Nashville	Union Station—Train Order Office.
Nashville	Kayne Avenue—Yard Office.
Wartrace	Train Order Office.
Tullahoma	Train Order Office.
Decherd	Train Order Office.
Cowan	Mechanical Foreman's Office.
Stevenson	Train Order Office.
Bridgeport	Depot.
Cravens	Yard Office.
Cravens	Lewis St. Tower.
Chattanooga	Union Station—Train Order Office.
Chattanooga	Terminal Station—Train Order Office.
Citico	So. Ry. Yard Office.
Sheffield	Union Station—Train Order Office.
Alton Park	T.A.&G. Ry. Chief Dispatcher's Office.

REGISTERING STATIONS

Nashville	Union Station Train Order Office—For trains originating or terminating at Union Station.
Stevenson	For all trains. N. C. & St. L. trains may leave Form 193. Southern Railway trains may leave Southern Railway Form 721.
Wauhatchie	For north bound Southern Railway trains, and such trains may leave Southern Railway Form 721.
N. Y. Tower	For all trains. South bound trains may leave Form 193. North bound trains originating south of N. Y. Tower may leave Form 193. North bound trains originating at N. Y. Tower will leave Form 193 showing required information except the identity of the train. Operators will complete Form 193 left by north bound trains originating at N. Y. Tower to correspond with the designation of the train as they have cleared it on Form A, and then register train as shown on the Form 193 that they have completed.

Chattanooga—Union Station Train Order Office—For passenger trains.

(a) On double track Stevenson to Chattanooga inclusive, a train may leave its initial station, or a junction, and a north bound train may leave N. Y. Tower, without ascertaining whether all trains of the same class due, which are not superior, have left, except must not precede a section of the same schedule of lower number, and except extras, unless prohibited by train order, may leave without ascertaining whether third class trains due have left.

BULLETIN BOARDS

Nashville	Cedar Street—Washhouse.
Nashville	Union Station—Train Order Office.
Nashville	Union Station—Conductors' Room.
Nashville	Kayne Avenue—Yard Office.
Murfreesboro	Agent's Office—Freight Depot.
Wartrace	Train Order Office.
Tullahoma	Baggage Room.
Decherd	Train Order Office.
Cowan	Mechanical Foreman's Office.
Stevenson	Train Order Office.
Bridgeport	Depot.
Cravens	Yard Office.
Cravens	Washhouse.
Chattanooga	Service Building.
Chattanooga	Union Station—Train Order Office.
Chattanooga	Terminal Station—Washhouse.
Chattanooga	Terminal Station—Trainmen's Room.
Citico	So. Ry. Yard Office.
Citico	So. Ry. Engine House.
Sheffield	Union Station—Train Order Office.
Sheffield	So. Ry. Yard Office.
Sheffield	So. Ry. Roundhouse.
Alton Park	T.A.&G. Ry. Chief Dispatcher's Office.

MISCELLANEOUS

1. Schedule time at Glencliff applies at end of double track. Train orders to be executed at this station apply at end of double track.
 2. Schedule time at Sherwood applies at end of double track. Train orders to be executed at this station, unless they otherwise direct, apply at end of double track.
 3. Schedule meeting points will not be shown at stations on double track, but such meeting points at stations where trains enter or leave double track will be indicated as provided for in Rule 5.
 4. By night, when a helper engine is making a light movement or is pushing a train or cars, a red light must be displayed at rear of tender if engine is running forward or at front of engine if engine is running backward.
 5. Helper engines, when within their designated limits, will display two yellow flags and, in addition, two yellow lights by night, in the places provided for that purpose on the front of the engine.
 6. Between Nashville and train order office at Stevenson, a train without identity will display signals as prescribed by Rule 21, but such signals must not be displayed elsewhere without train order to run as an extra train.
 7. North bound freight trains may leave Cravens without Clearance Card, Form A, but must obtain such card before leaving N. Y. Tower.
 8. Within Automatic Block System limits an inferior train must clear the time of a first class train in the same direction sufficiently to clear the block to prevent delay to the first class train.
 9. Sections will be created by train order, except if unable to communicate with train dispatcher, operators at following stations may create as authorized by Rule 95, using Form 23 for the purpose:
 Nashville-Union Station—First class trains.
 Stevenson—First class Southern Railway trains.
 Wauhatchie—First class Southern Railway trains.
 N. Y. Tower—North bound third class trains.
 Chattanooga-Union Station—First class trains.
 10. When a south bound train originates at Stevenson or Bridgeport and a north bound train originates at Wauhatchie or N. Y. Tower, operator-leverman must not admit it to interlocking limits before train has been cleared unless so directed by train dispatcher.
 11. Train dispatchers must not so direct these operator-levermen unless train is to receive at train order office, time-table or train order authority which will permit it to proceed after arriving at end of interlocking limits.
 12. At Wauhatchie, an operator-leverman holding a train order for an N. C. & St. L. train, will display the interlocking home signal applying so that it will indicate Stop, and, in addition, display a red flag by day or a red light by night from a window of the tower.
 13. Crew assigned to No. 21 may assume schedule and leave Nashville without Clearance Card, Form A.
 14. Crew assigned to No. 20 may assume schedule and leave Cowan without Clearance Card, Form A.
 15. Crew assigned to No. 23 may assume schedule and leave Cowan without Clearance Card, Form A, except must obtain such card when required by Rule 221.
 16. Trains, except first class and Nos. 20, 21, 22 and 23, may run between Nashville and train order office at Stevenson without being created as a regular train, section, or extra train and such trains may, when necessary, be designated by their engine number.
 17. North bound third class trains, except sections, may be created at N. Y. Tower by Clearance Card, Form A.
 18. Maintenance of Way Rule 301 requires that on double track, hand cars (any car that is put on or taken off of a track by hand) must move with the current of traffic.
- Should it be necessary for a train to move against the current of traffic under protection of flag, such flagman must notify person in charge of a hand car, whether hand car be on a track or set off adjacent to a track, that his train is following.

18. When cars of a passenger train are being pulled, flagman must, when practicable, ride rear car between Cowan and Sherwood and between N. Y. Tower and Chattanooga. When not practicable, due to class of equipment at rear of train, he must ride immediately ahead of such equipment.

ADDITIONAL FLAG STOPS

Train Numbers	5	6	32	33					
Christiana Mile 41.46	B	B							
Haley " 58.16	B	B							
Cortner " 60.74	B	B							
Long Island " 125.52	B	B	F	F					

On Sundays, Nos. 5 and 6 will stop when flagged at station designated by A to take on revenue passengers and will stop at such station to discharge revenue passengers.

Nos. 3, 4, 5 and 6 will stop when flagged at stations designated by B to take on revenue passengers and will stop at such stations to discharge revenue passengers.

Nos. 5 and 6 will stop when flagged at stations designated by B to take on parcel post mail and will stop at such stations to discharge parcel post mail when so requested by mail clerk.

No. 95 will stop when flagged at stations designated by C to take on revenue passengers for points beyond Chattanooga and will stop at such stations to discharge revenue passengers from Louisville, Evansville or points beyond.

No. 94 will stop when flagged at station designated by C to take on revenue passengers for Louisville, Evansville or points beyond and will stop at such station to discharge revenue passengers from points beyond Chattanooga.

No. 95 will stop when flagged at station designated by D to take on revenue passengers for points beyond Chattanooga and will stop at such station to discharge revenue passengers from points beyond Nashville.

No. 94 will stop when flagged at station designated by D to take on revenue passengers for points beyond Nashville and will stop at such station to discharge revenue passengers from points beyond Chattanooga.

No. 11 will stop when flagged at station designated by E to take on revenue passengers for Atlanta or points beyond and will stop at such station to discharge revenue passengers from Louisville, Evansville or points beyond.

No. 12 will stop when flagged at station designated by E to take on revenue passengers for Louisville, Evansville or points beyond and will stop at such station to discharge revenue passengers from Atlanta or points beyond.

No. 91 will stop when flagged at station designated by G to take on revenue passengers for Chattanooga or points beyond and will stop at such station to discharge revenue passengers from Nashville or points beyond.

No. 90 will stop when flagged at stations designated by G to take on revenue passengers for Nashville or points beyond and will stop at such stations to discharge revenue passengers from Chattanooga or points beyond.

Coach section of No. 92 will stop at stations designated by G to discharge revenue passengers from points beyond Atlanta.

YARD LIMITS

Nashville, Murfreesboro, Wartrace, Tullahoma, Decherd, Cowan, Sherwood, Stevenson, Bridgeport - Drawbridge and N. Y. Tower - Cravens - Chattanooga.

SPEED REGULATIONS

MAXIMUM AUTHORIZED SPEED:

	G, J and K Class Engrs.	H, L-1 and P-1 Class Engrs.	L-1-C and L-2 Class Engrs.	L-2-A-C, L-2- B-C and L-2-C Class Engrs.	Sou. Rwy. Passgr. Engrs.	Sou. Rwy. Frt. Engrs.
	MILES AN HOUR					
Passenger trains	60	35	40	50	60	45
Freight or mixed trains	50	35	40	50	50	45
Engines with one or more side or main rods down or en- gines in backward motion	20	20	20	20	20	20
When handling wreckers, loco- motive cranes, pile drivers or similar equipment	30	30	30	30	30	30

Exceptions:

1. Speed regulations prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL."

*2. When moving against the current of traffic within yard or station limits, all trains must move under such control that they can stop within the range of vision, but this requirement will not be authority for any train to move against the current of traffic within such limits.

3. At Glencliff, north bound trains passing from single track to north bound main track and south bound trains passing from north bound main track to single track must not exceed thirty five (35) miles an hour over switch at end of double track.

4. At Murfreesboro, trains must not exceed thirty (30) miles an hour on public crossings at grade.

5. At Christiana, No. 4 must not exceed thirty (30) miles an hour when passing passenger shelter.

6. At Tullahoma, trains must not exceed ten (10) miles an hour on public crossings at grade at Grundy and Lincoln streets.

7. At Tullahoma, the south leg of the wye connects with north bound passing siding near water column and with main track of Sparta Branch just north of plant of Middle Tennessee Milling Company. The north leg of wye is a part of main track of Sparta Branch. Trains using this wye or north bound passing siding must expect to find track occupied and move prepared to stop short of an obstruction.

8. On Elk River bridge, No. 77.7, trains must not exceed fifty (50) miles an hour.

9. At Decherd, trains must not exceed thirty (30) miles an hour between pole 81-20, near tool house, and pole 82-3, near water tank.

10. At Cowan, trains must not exceed twenty (20) miles an hour passing coal chute.

11. At Cowan, south bound freight trains with helper engine attached to rear must not exceed twenty (20) miles an hour between coal chute and public crossing at grade just north of passenger depot.

12. At Cowan, trains using main track of main line must not exceed thirty (30) miles an hour on public crossing at grade just north of passenger depot; if using other tracks must be prepared to stop before fouling this crossing and will stop before fouling it if crossing is not clear of pedestrians and vehicles.

Cars pushed over this crossing must be preceded by a flagman.

13. At Cowan, No. 93 must not exceed fifteen (15) miles an hour when passing passenger depot, except this requirement will not apply to a section not handling Railway Post Office car.

14. On Cumberland Mountain, trains must not exceed thirty (30) miles an hour between mile post 88 and end of double track at Tanttallon, except passenger trains must not exceed twenty five (25) miles an hour and freight or mixed trains must not exceed fifteen (15) miles an hour in tunnel.

15. At Tanttallon, north bound trains passing from north bound main track to single track and south bound trains passing from single

track to north bound main track must not exceed thirty five (35) miles an hour over switch at end of double track.

16. At Sherwood, trains must not exceed thirty five (35) miles an hour over switch at end of double track.

17. At Stevenson, north bound trains passing from north bound main track to single track and south bound trains passing from single track to north bound main track must not exceed thirty (30) miles an hour over switch at end of double track.

18. At Stevenson, No. 93 must not exceed ten (10) miles an hour when passing passenger depot.

19. At Bridgeport, trains must not exceed thirty five (35) miles an hour passing island platform at depot, but when trains on south bound main track are receiving or discharging passengers, trains moving on north bound main track must not exceed five (5) miles an hour.

20. At Bridgeport, south bound trains passing from south bound main track to single track and north bound trains passing from single track to south bound main track must not exceed thirty five (35) miles an hour over switch at end of double track.

21. At Bridgeport, No. 93 must not exceed fifteen (15) miles an hour when passing depot, except this requirement will not apply to a section not handling Railway Post Office car.

22. On bridge No. 122.6, over Tennessee River, trains must not exceed thirty five (35) miles an hour, and on drawbridge No. 123.1, trains must not exceed twenty five (25) miles an hour, except on each bridge, trains handling wreckers, locomotive cranes, pile drivers or similar equipment, must not exceed fifteen (15) miles an hour.

23. At Drawbridge, south bound trains passing from single track to north bound main track and north bound trains passing from north bound main track to single track must not exceed thirty (30) miles an hour over switch at end of double track.

24. Between poles 124-13 and 124-20, trains on south bound main track must not exceed thirty (30) miles an hour.

25. Between poles 131-30 and 132-20, trains on north bound main track must not exceed twenty (20) miles an hour.

26. Freight trains must not exceed forty (40) miles an hour between mile posts 132 and 144.

27. Between poles 142-11 and 142-15, trains on south bound main track must not exceed twenty (20) miles an hour.

28. At Wauhatchie, when moving through north cross-over or using switch for movement to or from track connecting south bound main track and A. G. S. main track, trains must not exceed thirty five (35) miles an hour and when moving through south cross-over, must not exceed fifteen (15) miles an hour.

29. Between pole 147-20 and mile post 149, trains must not exceed forty five (45) miles an hour.

30. On Alton Park Extension, trains handling wreckers, locomotive cranes, pile drivers or similar equipment, must not exceed fifteen (15) miles an hour.

31. On Belt R. R. trestle 0.8 R, opposite Cravens Yard Office, trains handling wreckers must not exceed fifteen (15) miles an hour, and wrecker must be separated from engine or other heavy equipment by a car not exceeding 60,000 pounds gross weight.

32. At Cravens, when moving over main track switches opposite roundhouse, trains must not exceed twenty (20) miles an hour.

33. Between interlocking plant at Cravens and interlocking plant at East End Avenue, trains must move under such control that they can stop within the range of vision.

CITY ORDINANCES GOVERNING SPEED OF TRAINS
WITHIN CORPORATE LIMITS

- Wartrace-----Twenty five (25) miles an hour.
- Decherd-----Thirty (30) miles an hour.
- Stevenson-----Ten (10) miles an hour.
- Chattanooga-----Eight (8) miles an hour over Main street, Thirteenth street, Broad street, Market street, King street, Cowart street and Rossville avenue. After the front of a train has cleared the crossings named, the speed may be increased to not exceed twenty (20) miles an hour.

* CTC rules apply within CTC limits.

BLOCKS AND INTERLOCKING

Centralized Traffic Control System

1. Signs referred to in Rule 701 are located on signal bridge south of Lebanon Junction, and on roadside just south of end of double track at Stevenson.

2. Between signal bridge south of Lebanon Junction and Glencliff, Permissive Block Signals governing movements against the current of traffic are located on left hand side of track as seen from an approaching train.

3. At Wartrace, yellow indication of signal on west mast of Absolute Block Signal No. 144 L, governing south bound movements from south bound passing siding, is used to indicate Caution Main Route or Caution Diverging Route and trains moving on such indication of this signal must be prepared to enter north switch to north bound passing siding.

(a) Yellow indication of Absolute Block Signal No. 140 RC, governing north bound movements from north bound passing siding, is used to indicate Caution Main Route or Caution Diverging Route and trains moving on such indication of this signal must be prepared to enter south switch to south bound passing siding.

4. When authorized by Train Controller, a helper engine may, when necessary, pass an Absolute Block Signal at Cowan, indicating Stop, without obtaining a Clearance Form B, or being preceded by a flagman to the next Absolute Block Signal applying, in order to attach to a train to be helped, provided the train is standing and it is known the movement may be safely made, but other provisions of Rule 722 must be observed.

5. When authorized by Train Controller, a helper engine may make a reverse movement, north bound, from north end of tunnel without being preceded by a flagman to the next Absolute Block Signal applying, but must expect to find one or more of the conditions mentioned in Rule 708 and must observe Rule 722.

Automatic Block System

1. The use of light in marker lamp on automatic block signals, as prescribed in Rules governing the use of Automatic Block System, effective Nov. 1, 1925, has been discontinued. Entrance Color-Light Automatic Block Signals are designated by the marker lamp (not lighted) displayed vertically below the signal light and Intermediate Color-Light Automatic Block Signals are designated by the marker lamp (not lighted) displayed diagonally below the signal light.

2. Except when means of communication have failed, conductor or engineman must communicate with train dispatcher when under the provisions of Automatic Block System Rules 510 (a), 513 and revised instructions governing the use of Color-Light Switch Indicators, effective September 1, 1941, such communication is required.

3. Rule 510 (h) of Rules governing the use of Automatic Block System is changed to read as follows:

A train passing a block signal indicating Caution must immediately reduce speed to one-half maximum authorized speed and as much slower as necessary to be able to stop before passing the next block signal or interlocking signal applying, if indicating Stop.

4. Enginemen will not be required to report on Form 1724 the absence of a marker light.

Interlocking

1. When any Interlocking Dwarf Signal, or bottom arm of any high Interlocking Home Signal, is indicating "Proceed with Caution," trains affected must proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail.

2. At Stevenson, a Proceed or Caution indication displayed by the last CTC Signal applying will be authority for a south bound train leaving CTC limits to proceed to the first Interlocking Home Signal applying. Should this CTC Signal be passed when indicating Stop, train will proceed at slow speed (not exceeding ten 10 miles an hour), preceded by a flagman to the first Interlocking Home Signal applying, expecting to find one or more of the following conditions:

- Train or other obstruction.
- An open switch in the main track.
- A car on siding within fouling distance of the main track.
- A broken rail.

A Proceed or Proceed with Caution indication displayed by the last Interlocking Home Signal applying will be authority for a north

bound train leaving interlocking limits to proceed to the first CTC Signal applying. Should this Interlocking Home Signal be passed when indicating Stop as provided for in interlocking rules, train will proceed at slow speed (not exceeding ten 10 miles an hour), preceded by a flagman from north end of interlocking limits to the first CTC Signal applying, expecting to find one or more of the conditions mentioned in preceding paragraph.

A train on house track must not foul or enter north bound main track unless conductor or engineer has permission of operator-leverman at Stevenson and train controller to do so, except if means of communication fail, such movements may be made when protected as required by Rule 99.

Dual controlled switches are in service at junction of N. C. & St. L. south bound main track and Southern Railway main track and at each end of cross-over between N.C.&St. L. main tracks.

When necessary to hand operate such switch, obtain permission of operator-leverman at Stevenson to do so, then move selector lever to a position where the word "Hand" is seen on top of lever, after which hand throw lever may be operated in the usual manner.

When through with such use of switch, selector lever must be locked in a position where the word "Motor" is seen on top of lever and then so reported by conductor or trainman to operator-leverman at Stevenson.

Under all conditions, when movement is to be made over a dual controlled switch when the Interlocking Home Signal immediately in advance of such switch is to be passed when indicating Stop, the selector lever must first be moved to a position where the word "Hand" is seen on top of lever. When front of train has passed switch, selector lever must be locked in a position where the word "Motor" is seen on top of lever.

3. Between Bridgeport and Drawbridge, trains will be governed by the indication of interlocking signals on right hand side of track as seen from an approaching train.

Interlocking home signals at Bridgeport and such signals at Drawbridge must not be passed when indicating Stop until train has stopped and permission to pass obtained by telephone from operator-leverman at Bridgeport by engineman or conductor, except should there be no such means of communication with the operator-leverman, train will proceed on hand signal from operator-leverman or be preceded by a flagman. Should train proceed either by telephone permission from operator-leverman, on authority of hand signal from operator-leverman, or preceded by a flagman as herein provided, such movement will be made to the next signal applying or to the interlocking limits expecting to find, and prepared to stop short of, one or more of the following conditions:

- Train or other obstruction in block.
- Switch, or switches, not in proper position.
- One or more broken rails.

Engineman or conductor must, in addition to the above requirements and before train is moved onto bridge, be verbally informed by bridge tender that drawbridge is in a safe position for movement of train over same.

Manual Block

Movements of trains between the south end of interlocking limits at N. Y. Tower and north end of interlocking limits at Lewis Street Tower (Cravens) will be governed by the indication of the last interlocking home signal applying; or by permission of leverman to pass such signal if indicating Stop as provided by Interlocking Rules 662 and 664; or by permission given yard engines by leverman at N. Y. Tower to move to or from Alton Park Extension, and these indications or such permission will supersede the superiority of trains, but will not dispense with the use or the observance of other signals or of train orders whenever and wherever they may be required.

Not more than one movement on either main track at the same time is permissible except as hereinafter provided.

If means of communication between levermen at these towers fail, movements may be made only on instructions of leverman and, in addition, under protection of flag.

Levermen at N. Y. Tower and Lewis Street Tower must keep block record on Form 45.

The foreman of a yard engine moving to Alton Park Extension on north bound main track, before opening cross-over or main track

switches or permitting movement to foul south bound main track, must communicate with leverman at N. Y. Tower and obtain permission to cross over, and when moving from Alton Park Extension, switch or switches to be used must not be opened or either main track fouled without first obtaining permission from this leverman.

If block record of leverman at N. Y. Tower shows such permission may be given, he will ask leverman at Lewis Street Tower for permission to grant request of yard foreman and if block record of leverman at Lewis Street Tower shows such permission may be granted, he will, after entering number of engine on his Form 45, so inform leverman at N. Y. Tower, and leverman at N. Y. Tower will then enter the number of engine on his Form 45, after which he will authorize movement requested.

If movement will cause both main tracks to be fouled, each leverman will make entry on his Form 45 for each track.

If means of communication with leverman at N. Y. Tower fail, movement from Alton Park Extension may be made only under protection of flag to nearest interlocking home signal applying.

If means of communication with leverman at N. Y. Tower fail, movement to Alton Park Extension may be made only under protection of flag until engine, or engine and cars being handled by it, have cleared south bound main track and switch or switches have been closed and locked.

When movement has cleared south bound main track at Alton Park Extension and switch and/or switches have been closed and locked, yard foreman must so inform leverman at N. Y. Tower, who will likewise inform leverman at Lewis Street Tower.

No member of a yard crew, except the foreman, may open switch from south bound main track to Alton Park Extension or a switch of cross-over between main tracks near Alton Park Extension unless verbally instructed to do so by such foreman, and the foreman must not open such switch, or switches, or authorize anyone else to open such switch, or switches, until he has arranged as herein provided.

After obtaining permission from leverman at N. Y. Tower to make a certain move, no change may be made without his permission, and before such permission is given, levermen at N. Y. Tower and Lewis Street Tower will make necessary change on their Forms 45.

To avoid misunderstanding, instructions or information received by telephone must be repeated to employe from whom received and names and occupations of employes stated.

Reports made, or other communications had by telephone, must not be considered as complete unless acknowledged by "Correct".

Nothing in the foregoing instructions may be construed as being in conflict with rules governing the use of Interlocking, effective November 1, 1925.

Miscellaneous

1. When a movement through a cross-over from one main track to another main track or from a siding to a main track is to be made in Controlled Manual, Automatic Block or Centralized Traffic Control Systems, both switches of the cross-over must be open before train starts to make the cross-over movement, and the movement from main track to main track must be completed before either switch is restored to normal position.

(a) When a cross-over movement from a siding to a main track is to be made in Centralized Traffic Control System, the main track switch must be opened first.

PILOT INDICATORS

1. A pilot indicator is attached to Automatic Block Signal No. 121-2 at Bridgeport to indicate whether switch of north bound passing track may be opened.

2. When a pilot indicator is displaying a yellow light, the switch, or switches, to which it applies may be opened. When not displaying a yellow light, the switch, or switches, to which it applies must not be opened except upon authority of the train dispatcher, or, if means of communication with the train dispatcher fails, the switch, or switches, are protected by flag.

3. Where pilot indicators are used, the indications displayed do not relieve enginemen and trainmen from protecting their train as required by the rules.

SPRING SWITCHES

1. A spring switch is designated by a sign on switch stand reading SS and trailing movements through it may be made without stopping to throw switch.

(a) A train trailing through and stopping on a spring switch must not make reverse movement or take slack while any part of train is on switch points until switch has been hand thrown.

(b) Running switches must not be made through spring switches.

(c) A spring switch is in service at each end of south bound passing siding at Decherd.

Normal position of north switch to south bound passing siding is set to that track and normal position of south switch to south bound passing siding is set to north bound passing siding.

When these switches are hand thrown to reverse position they must, after so used, be restored to normal position.

(d) A spring switch is in service at Chattanooga and is the first switch in north bound main track south of Thirteenth street (Hooke street).

Its normal position is set for movement from north bound main track.

For movement against the current of traffic on north bound main track this switch must be hand thrown to reverse position and, after so used, restored to normal position.

A spring switch marker is located immediately north of this switch on west side of north bound main track and displays the following indications for south bound movements:

A green light when switch is set to normal position.

A red light when switch is not set to normal position.

(e) When a light is not displayed by a switch marker, the switch points must be inspected and known to be in proper position for route to be used, before movement over switch may be made.

EMERGENCY TELEPHONES

1. Within CTC limits: Near all absolute block signals and electrically locked hand-throw switches; Decherd, near mile post 81; Cowan, coal chute; Cowan, passenger depot; near pole 91-24; near pole 92-2 and near pole 92-30.

2. Not within CTC limits: Near passing track switches, except south ends of passing tracks at Bridgeport; Bridgeport, registering room in depot; Drawbridge, near interlocking signals and in bridge tender's house; Long Island, near cross-over; in watchman's house near pole 132-17; Ladds, near cross-over; Vulcan, near north end of spur track; Whiteside, in passenger shelter; Summit, near cross-over; Hooker, in passenger shelter.

AIR BRAKES

1. Handling south bound freight or mixed trains on Cumberland Mountain:

When leaving tunnel speed must not exceed ten (10) miles an hour.

Stop at Rockledge with as light application of brakes as possible; reverse engine and ease it back against cars to bunch the slack as much as possible while train brakes are releasing, after which hold train with this back pressure and engine brake applied at least two (2) minutes to permit auxiliary reservoirs to recharge.

Before starting, if average tons per car is between forty (40) and fifty five (55) tons, retaining valves on all loaded cars in train (not including stock cars loaded with live stock), but not exceeding one half the total number of cars in train, must be turned up to low pressure position, except if handling twenty (20) or more loaded tank cars, retaining valves must be turned up to such position on all such tank cars, regardless of average tons per car. If average tons per car is fifty five (55) or more tons, retaining valves on all loaded cars (not including stock cars loaded with live stock), must be turned up to low pressure position. Retaining valves must not be turned up until brakes have released.

When ready to proceed, change engine for forward motion, and graduate engine brake off to prevent a sudden jerk in train. If necessary to use steam to start, use only as much as may be necessary.

While descending mountain, each application of brakes must be made in ample time to prevent train attaining speed of more than thirty (30) miles an hour before brakes take effect.

Retaining valves used must be restored to normal position when train is between Pole 94-25 and south switch to passing siding at Sherwood.

2. South bound passenger trains, when doubleheaded, must observe the following procedure when making stop at Rockledge and while standing at Rockledge:

Engineman of leading engine must gradually reduce throttle, according to speed, so as to maintain forty (40) to fifty (50) pounds steam pressure in locomotive cylinders, and maintain this pressure until just before stop is made. When engines are just south of tunnel, this engineman must make a ten (10) pound brake pipe reduction and independent brake valve must be left in running position until train is stopped. If necessary, additional reduction or reductions of four (4) or five (5) pounds each should be made as circumstances may require and, if necessary, brakes must be graduated off in usual manner. Care must be exercised to make the stop with minimum brake pipe reduction.

Engineman of second engine must gradually reduce throttle, according to speed, so as to maintain forty (40) to fifty (50) pounds steam pressure in locomotive cylinders, and maintain this pressure until just before stop is made. Immediately after coming out of tunnel this engineman must place independent brake valve in lap position and if brake cylinder pressure builds up to more than twenty (20) pounds, independent brake valve must be used to maintain brake cylinder pressure of fifteen (15) to twenty (20) pounds until train is stopped.

While standing at Rockledge, train and engine brakes must be held applied.

If leading engine is detached at Rockledge, engineman of leading engine must complete a twenty (20) pound brake pipe reduction on entire train before engine is detached. Engineman of second engine must not cut in automatic brake valve until ready to proceed unless leakage reduces brake pipe pressure to seventy (70) pounds. In this event, engineman must place automatic brake valve in lap position, open doubleheading cock and make successive graduated release movements from lap to running to lap position to restore brake pipe pressure to ninety (90) pounds.

If necessary to use steam to start, use only as much as may be necessary.

USE OF HELPER ENGINES BETWEEN COWAN AND SHERWOOD

1. Passenger trains must not be pushed.
2. Helper engines must not attach to trains that are in motion.
3. South bound passenger trains to be helped from Cowan and using main track will remain at coal chute for helper engine to be attached.
4. When trains are to be pushed, air must not be coupled between train and helper engine.
5. When two trains coupled, are to be moved on Cumberland Mountain with helper engine in the rear, the air must be coupled between the two trains and engineman of rear train must cut out brake valve.
6. When a south bound freight train will require helper engine, engineman must ascertain from Train Controller upon arrival at Cowan where helper engine is to be attached.
7. When a freight train is to be pushed and helper engine has been attached to rear, engineman of helper engine must sound signal, Rule 14 (b), and rear brakeman must then give signal, Rule 12 (b). Engineman of leading engine must then, if ready to proceed and is authorized to do so, sound signal, Rule 14 (b), and front brakeman must then give signal, Rule 12 (b), except when a helper engine is attached to rear of a south bound freight train when front of train is at coal chute, engineman of leading engine must not sound signal, Rule 14 (b), until train is authorized to pass Absolute Block Signal 58 LA.
8. When trains are pushed helper engine must start train.
9. A helper engine may attach to rear of a south bound freight train on the main track while front of train is at coal chute; at Absolute Block Signal 58 LA; when rear of train has cleared public crossing at grade just north of passenger depot or if on a passing siding when front of train is at south end of such siding.
10. When helper engine is attached to rear of a south bound freight train south of public crossing at grade just north of passenger depot, all enginemen must, after train is started, work suitable throttle to control speed of train until leading engine reaches foot of grade, then all enginemen will gradually increase throttle as may be necessary; when helper engine is attached to rear of a south bound freight

train elsewhere, engineman of leading engine must, after train is started, work suitable throttle to control speed of train until leading engine has crossed public crossing at grade just north of passenger depot, then gradually increase throttle as may be necessary and engineman of helper engine must, after starting train, gradually reduce throttle so as to maintain forty (40) to fifty (50) pounds steam pressure in locomotive cylinders until leading engine has crossed public crossing at grade just north of passenger depot, then gradually increase throttle as may be necessary.

11. A helper engine must not attach to rear of a north bound freight train until front of train has reached block signal at Tantallon applying to north bound trains.

After a north bound freight train has been started by helper engine, all enginemen must work suitable throttle to control speed of train until leading engine reaches foot of grade, then all enginemen will gradually increase throttle as may be necessary.

12. Before leaving foot of grade, enginemen of road engine and helper engine must know that sander equipment is in proper working condition and cylinder cocks closed.

13. When a train is to be doubleheaded, train brakes must be controlled by engineman of leading engine, except it is known before leaving station at foot of mountain that engineman of leading engine cannot properly control train brakes, then enginemen must there have a verbal understanding that engineman of second engine will control these brakes.

14. When pushing trains, enginemen of helper engines must keep their hand on throttle so they may close throttle immediately if train brakes are applied.

15. When a freight train is being pushed, helper engine must be detached immediately before rear of train has reached entrance to tunnel. Helper engines must not enter tunnel when it is occupied by a train.

16. Freight trains handling in the rear, empty flat cars, dead engines of light construction in tow, wooden cabooses, defective equipment or any other light equipment, which conductor or inspector do not consider safe to be handled ahead of helper engine, must switch such equipment behind helper engine, to be handled by helper engine to foot of grade on opposite side of mountain, and replaced in train. Before reaching point where helper engines are to be attached, conductors of trains handling such equipment must confer with Chief Dispatcher and obtain instructions as to whether to set it out or handle as outlined.

17. When a helper engine is to be attached to the front of a north bound train at pusher track, such train must, if on north bound main track, stop a sufficient distance south of Signal 95.2 and, if on south bound main track, stop a sufficient distance south of Signal 95.0, to enable helper engine, when attached to train, to be south of its governing signal. Train Controller must not unlock the switch at pusher track for helper engine to move onto main track unless informed by brakeman of helper engine crew that train to be helped has stopped.

ADDITIONAL SIDE TRACKS

	Location	Car Capacity
Glencliff	Mile 4.93	30
Danley	" 7.41	24
Mimms	" 7.96	Industry tracks
Air Base	" 18.93	Wye & industry tracks
Christiana	" 41.46	12
Haley	" 58.16	6
Cortner	" 60.74	13
Cards	" 111.88	13
Long Island	" 125.52	29
Ladds	" 133.74	15
Vulcan	" 134.99	34

WATER STATIONS

Regular	Regular	Emergency
Nashville	Sherwood	Tullahoma
Laverne	Stevenson	Decherd
Murfreesboro	Shellmound	Summit, Mile 138.2,
Wartrace	Cravens	for trains on south
Cowan	Chattanooga	bound main track.

(Continued on Page 20)

FIRST CLASS

TIME-TABLE
No. 499

Taking effect Sunday,
June 30, 1946,
at 12:01 A. M.

Distances from Nashville	Station Numbers	3	11	5	35	95	91	33	93	31	TIME-TABLE No. 499 Taking effect Sunday, June 30, 1946, at 12:01 A. M.
		Passenger	Passenger	Passenger	So. Ry. Passenger	Passenger	Passenger	Passenger	So. Ry. Passenger	Passenger	
	0	Daily P. M. 9.30	Daily P. M. 4.33	Daily P. M. 2.40	Daily	Daily A. M. 10.55	Daily A. M. 10.05	Daily	Daily A. M. 1.35	Daily	Lv. NASHVILLE EDT 1.05
1.05											OAK STREET
4.63	5	9.40	4.40	2.50		11.05 ²⁰	10.15		1.44		GLENCLIFF EDT 4.91
9.54	10	9.47	4.45 ⁰⁰	2.58		11.11	10.21		1.50		ANTIOCH 6.18
15.72	16	9.54	4.52	3.07		11.18 ⁶	10.28 ²⁰		1.57		LAVERGNE
20.19	20	s10.03	4.57	s3.16		c11.25	s10.35		2.02		SMYRNA 4.47
25.49	26	10.10	5.02	B3.22		11.31	10.40		2.08		FLORENCE 5.30 6.18
31.67	32	s10.25	5.08	s3.33		s11.40	s10.48 ⁶		2.15		MURFREESBORO
38.33	38	10.35	5.16 ⁰⁴	B3.41		11.48	11.05		2.22		RUCKER
45.36	45	10.44	5.23	B3.51 ⁰⁰		11.57	11.13		2.30		FOSTERVILLE 7.03 5.34
50.70	51	B10.52	5.29	s4.01		12.03 ^{PM}	11.20		2.36		BELL BUCKLE
55.09	55	s11.03	5.34	s4.10		12.08	s11.29		2.41		WARTRACE 4.39
62.32	62	11.17 ⁹²	5.42	B4.25		12.17	11.40		2.50		NORMANDY 7.23 6.84
69.16	69	s11.35	5.53	s4.35 ⁰⁴		s12.32	s11.57		s3.02		TULLAHOMA
77.22	77	B11.45	6.02	s4.53		12.42 ¹²	12.08 ^{PM}		3.12		ESTILL SPRINGS
82.32	82	s11.59	6.07	s5.05		c12.50	s12.15		s3.18 ⁴		DECHERD 5.01 5.04
87.36	87	s12.10 ^{AM}	6.16	s5.25		D1.05	c12.28 ¹²		3.30		COWAN
90.19	90	12.32	6.22	5.35		1.15	12.38		3.38		ROCKLEDGE DT 2.33
94.21	94	12.42	6.31	5.44		1.24	12.47		3.46		TANTALLON EDT 4.03 2.30
96.41	96	B12.45	6.34	s5.48		1.27	12.50		3.49		SHERWOOD EDT 5.55
102.26	102	12.53	6.41	B5.56		1.34	12.58		3.55		ANDERSON
106.76	107	12.59	6.46	B6.03	P. M.	1.39	1.04	A. M.	4.00	A. M.	BASS 4.50 6.32
113.08	113	s1.10	6.54	s6.13	6.02	1.47	1.11	9.40	4.08	2.15	STEVENSON EDT 9.58
122.66	123	s1.30	7.05	s6.30	s6.17	2.00	1.24 ²³	F9.53	4.19	2.28	BRIDGEPORT EDT 1.21
123.87	124										DRAWBRIDGE EDT 6.11
129.98	130	1.43	7.15	B6.47	6.29	2.12	1.37	10.03	4.29	2.39	SHELLMOUND
137.52	137	1.56	7.25	B7.00	6.41	2.24 ²³	1.49	F10.15	4.39	2.50	WHITESIDE 7.54
141.55	142	2.05	7.31	A7.10	6.49	2.32	1.57	10.22	4.46	2.57	HOOVER 4.03 4.18
145.73	146	2.14	7.37	7.18	7.00	2.40	2.05	10.30	4.53	3.05	WAUHATCHIE
149.11	149	2.20	7.43	7.23	P. M.	2.45	2.09	A. M.	4.57	A. M.	N. Y. TOWER 3.38
150.15	150	2.22	7.45	7.25		2.47	2.11		4.59		CRAVENS 1.04
151.71	152	2.45	7.56	7.40		3.05	2.25		5.15		Ar. Chattanooga EDT 1.56
		A. M.	P. M.	P. M.		P. M.	P. M.		A. M.		
		Daily 3	Daily 11	Daily 5	Daily 35	Daily 95	Daily 91	Daily 33	Daily 93	Daily 31	

FIRST CLASS

TIME-TABLE No. 499 Taking effect Sunday, June 30, 1946, at 12:01 A. M.	FIRST CLASS									Distances from Chattanooga	Car Capacity of Sidings	
	34 So. Ry. Passenger	4 Passenger	6 Passenger	30 So. Ry. Passenger	12 Passenger	90 Passenger	94 Passenger	32 So. Ry. Passenger	92 Passenger			
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Ar. NASHVILLE EDT 1.05		6.30	11.55		2.25	5.15	6.35		12.45		151.71	Yard
OAK STREET 3.58											150.66	Yard
GLENCLIFF EDT 4.91		6.15 ²¹	11.38		2.13	4.56	6.17		12.30		147.08	
ANTIOCH 6.18		6.05	11.28		2.06	4.45 ¹¹	6.09		12.23		142.17	N ⁸⁹ S ⁸⁹
LAVERGNE 4.47		5.55	11.18 ⁹⁵		1.58	4.33	5.59		12.15		135.99	87
SMYRNA 5.30		5.45	11.07		1.53	4.27 ^S	5.52 ^C		12.10		131.52	90
FLORENCE 6.18		5.30	10.58		1.47	4.18	5.43		12.04 ^{AM}		126.22	86
MURFREESBORO 6.66		5.20	10.48 ⁹¹		1.39	4.11 ^S	5.35 ^S		11.56 ^G		120.04	N ¹⁰⁰ S ⁵⁹
RUCKER 7.03		5.04	10.34		1.31	3.59	5.16 ¹¹		11.47		113.38	100
FOSTERVILLE 6.34		4.53	10.23		1.23	3.51 ⁵	5.09		11.39		106.35	80
BELL BUCKLE 4.30		4.45	10.14		1.17	3.43 ^G	5.03		11.33		101.01	100
WARTRACE 7.23		4.35	10.07		1.12	3.37 ^S	4.57		11.27		96.62	N ⁸⁶ S ⁷⁶
NORMANDY 6.84		4.15	9.52		1.03	3.25	4.45		11.17 ^S		89.39	N ⁷⁸ S ⁷⁴
TULLAHOMA 8.05		4.00	9.40 ²¹		12.53 ^E	3.15 ^S	4.35 ⁵		11.07 ^S		82.55	N ⁸² S ¹⁰⁷
ESTILLSPRINGS 5.10		3.35	9.20		12.42 ⁹⁵	3.00	4.19		10.55		74.49	90
DECHERD 5.04		3.18 ⁹³	9.12		12.35	2.53 ^S	4.13		10.49		69.39	N ⁹⁴ S ⁹⁸
COWAN 2.83		3.10	8.55		12.28 ⁹¹	2.37 ^G	4.03 ^D		10.39 ^G		64.35	N ¹⁴⁰ S ¹⁰³
ROCKLEDGE DT 4.02		2.59	8.42		12.21	2.29	3.55		10.29		61.52	
TANTALLON EDT 2.20		2.49	8.33		12.13	2.20	3.46		10.19		57.50	
SHERWOOD EDT 5.85		2.46	8.30		12.10	2.17	3.43		10.16		55.30	106
ANDERSON 4.50		2.39	8.22 ²²		12.04 ^{PM}	2.11	3.35		10.10		49.45	83
BASS 6.32	A. M.	2.34	8.15	A. M.	11.59 ²³	2.06	3.30	P. M.	10.05		44.95	85
STEVENSON EDT 9.53	1.03	2.25 ^S	8.07	10.27	11.52	1.58	3.23	6.02	9.58		38.63	N ⁷² S ⁷³
BRIDGEPORT EDT 1.21	12.49	2.08 ^S	7.52	10.14	11.42	1.46	3.11	5.49 ^F	9.48		29.05	N ⁹³ S ⁹²
DRAWBRIDGE EDT 6.11											27.84	
SHELLMOUND 7.54	12.38	1.52	7.36	10.02	11.33	1.36	3.01	5.37	9.39		21.73	N ⁷² S ⁹⁵
WHITESIDE 4.03	12.28	1.41	7.25	9.52	11.24	1.26	2.51	5.27 ^F	9.29		14.19	N ⁵⁸ S ⁶⁸
HOOVER 4.18	12.21	1.34	7.18	9.45	11.18	1.19	2.44	5.19	9.23		10.16	N ⁸⁴ S ⁷²
WAUHATCHIE 3.38	12.13	1.27	7.12	9.37	11.12	1.12	2.37	5.12	9.17		5.98	N ⁶⁷
N. Y. TOWER 1.04	A. M.	1.23	7.08	A. M.	11.08	1.08	2.33	P. M.	9.13		2.60	Yard
CRAVENS 1.56		1.21	7.06		11.06	1.06	2.31		9.11		1.56	Yard
Lv. Chattanooga EDT		1.15	7.00		11.02	1.00	2.25		9.05			Yard
		A. M.	A. M.		A. M.	P. M.	P. M.		P. M.			
	Daily 34	Daily 4	Daily 6	Daily 30	Daily 12	Daily 90	Daily 94	Daily 32	Daily 92			

TIME-TABLE No. 499		THIRD CLASS						HOURS TRAIN ORDER OFFICES ARE OPEN	Distances from Chattanooga	Car Capacity of Sidings
		20 Local Freight	22 Local Freight							
Taking effect Sunday, June 30, 1946, at 12:01 A. M.		Daily Ex.Sun.	Daily Ex.Sun.							
STATIONS		A. M.								
Ar.	NASHVILLE EDI 1.05	11.20					Continuous	151.71	Yard	
	OAK STREET 3.58						Continuous	150.66	Yard	
	GLENCLIFF EDI 4.91	11.05 ⁰⁵						147.08		
	ANTIOCH 6.18	10.45						142.17	N ⁸⁹ S ⁵⁹	
	LAVERGNE 4.47	10.28 ⁰¹						135.99	87	
	SMYRNA 5.30	10.10					7.30 A. M. to 6.30 P. M.	131.52	90	
	FLORENCE 6.18	9.55						126.22	86	
	MURFREESBORO 6.65	9.40					5.05 A. M. to 1.05 P. M. 2.45 P. M. to 10.45 P. M.	120.04	N ¹⁰⁰ S ⁵⁰	
	RUCKER 7.03	9.05						113.38	100	
	FOSTERVILLE 5.34	8.45						106.35	80	
	BELL BUCKLE 4.39	8.25 ²¹					8.30 A. M. to 5.30 P. M. Except Sundays	101.01	100	
	WARTRACE 7.23	7.55					8.00 A. M. to 5.00 P. M.	96.62	N ⁸⁶ S ⁷⁶	
	NORMANDY 6.34	7.20						89.39	N ⁷⁶ S ⁷⁴	
	TULLAHOMA 8.06	7.00					Continuous	82.55	N ⁸² S ¹⁰⁷	
	ESTILL SPRINGS 5.10	6.36					8.00 A. M. to 5.00 P. M. Except Sundays	74.49	90	
	DECHERD 5.04	6.15	A. M.				Continuous	69.39	N ⁹⁴ S ⁹⁶	
	COWAN 2.33	6.00	9.45				Continuous (CTC Tower)	64.35	N ¹⁴⁰ S ¹⁰³	
	ROCKLEDGE DI 4.02	A. M.	9.25					61.52		
	TANTALLON EDI 2.20		9.05					57.50		
	SHERWOOD EDI 6.55		9.00				8.00 A. M. to 5.00 P. M. Except Sundays	55.30	106	
	ANDERSON 4.50		8.22 ⁶					49.45	83	
	BASS 6.32		8.00					44.95	85	
	STEVENSON EDI 9.58		7.40				Continuous	38.63	N ⁷² S ⁷³	
	BRIDGEPORT EDI 1.21		6.55				Continuous	29.05	N ⁹³ S ⁹²	
	DRAWBRIDGE EDI 6.11							27.84		
	SHELLMOUND 7.54		6.30					21.73	N ⁷² S ⁹⁵	
	WHITESIDE 4.03		5.55					14.19	N ⁵⁸ S ⁶⁸	
	HOOKER 4.18		5.35					10.16	N ⁸⁴ S ⁷²	
	WAUHATCHIE 3.88		5.20				Continuous	5.98	N ⁵⁷	
	N. Y. TOWER 1.04		5.05				Continuous	2.60	Yard	
Lv.	CHATTANOOGA EDI 1.56		5.00				Continuous	1.56	Yard	
			A. M.							
		Daily Ex.Sun.	Daily Ex.Sun.							
		20	22							

South bound trains are superior by direction to north bound trains of the same class, except No. 220 is superior by direction to No. 225.

STANDARD CLOCK

Wartrace ----- Train Order Office.

REGISTERING STATIONS

Wartrace ----- Train Order Office.
Shelbyville ----- Agent's Office.

BULLETIN BOARDS

Wartrace ----- Train Order Office.
Shelbyville ----- Agent's Office.

MISCELLANEOUS

1. At Shelbyville, flagman must immediately precede any car or train being moved on public crossings at grade at Deery, Jefferson, Britton, North Main, Spring and Atkinson streets.

2. Crews assigned to No. 220 and No. 224 may assume schedule and leave Shelbyville without Clearance Card, Form A.

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS

Train Numbers	220	221	224	225				
Coldwell Mile 3.60	F	F	F	F				
Grays " 4.80	F	F	F	F				

YARD LIMITS

Wartrace and Shelbyville.

SPEED REGULATIONS

MAXIMUM AUTHORIZED SPEED:

Trains must not exceed thirty (30) miles an hour.

Engines with one or more side or main rods down, or engines in backward motion, must not exceed twenty (20) miles an hour.

Trains handling N.C.&St.L. 90006 or 90007, must not exceed twenty five (25) miles an hour, must not exceed five (5) miles an hour on bridge 0.5, and such equipment must be separated from engine or other heavy equipment by two (2) light cars for movement on this bridge.

N.C.&St.L. 90006 and 90007 must not be handled on Sylvan Cotton Mill Extension at Shelbyville.

Exception:

1. Speed regulations prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL."

WATER STATION

Wartrace

FREIGHT TONNAGE RATINGS

Engine Class	H-4-C	H-4-A	H-4-B	H-5	H-5-C	H-6-A	H-7-C
South bound	640	690	700	660	750	940	990
North bound	595	640	660	620	700	875	920

BETWEEN WARTRACE AND SHELBYVILLE

Distance from Wartrace	Station Numbers	SOUTH BOUND—READ DOWN		TIME-TABLE No. 499 Taking effect Sunday, June 30, 1946, at 12:01 A. M.	NORTH BOUND—READ UP		HOURS TRAIN ORDER OFFICE IS OPEN	Car Capacity of Sidings
		THIRD CLASS			THIRD CLASS			
		225 Daily Ex.Sun.	221 Daily Ex.Sun.		220 Daily Ex.Sun.	224 Daily Ex.Sun.		
		Mixed	Mixed					
		A. M.	A. M.	STATIONS	A. M.	P. M.		
				Lv. WARTRACE Ar	10.00	2.55	8.00 A. M. to 5.00 P. M.	Yard Yard
8.15	D 63	11.55	8.35	Ar.SHELBYVILLE Lv	9.35	2.30		
		A. M.	A. M.		A. M.	P. M.		
		Daily Ex.Sun. 225	Daily Ex.Sun. 221		Daily Ex.Sun. 220	Daily Ex.Sun. 224		

South bound trains are superior by direction to north bound trains of the same class, except No. 132 is superior by direction to No. 133.

STANDARD CLOCKS

Cowan Mechanical Foreman's Office.
Tracy City Train Order Office.

REGISTERING STATIONS

Cowan Mechanical Foreman's Office.
Tracy City Train Order Office.

BULLETIN BOARDS

Cowan Mechanical Foreman's Office.
Tracy City Train Order Office.

MISCELLANEOUS

1. Crew assigned to No. 130 may assume schedule and leave Palmer without Clearance Card, Form A.
2. First main track switch south of depot at Tracy City may be left as used.
3. Train order signal just north of CTC Tower at Cowan does not apply to Tracy City Branch trains.

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS

Train Numbers	130	131	132	133
St. Andrews Mile 9.89			F	F
Summerfield " 15.90			F	F
Gruetli " 30.41	F	F		
Keys " 31.83	F	F		
Henley " 33.75	F	F		
Collins " 35.36	F	F		

YARD LIMITS

Cowan and Tracy City—Coalmont.

SPEED REGULATIONS

MAXIMUM AUTHORIZED SPEED:

Trains must not exceed thirty (30) miles an hour.

Engines with one or more side or main rods down, or engines in backward motion, must not exceed twenty (20) miles an hour.

Trains handling N.C.&St.L. 90006 or 90007, must not exceed twenty five (25) miles an hour.

Exceptions:

1. Speed regulations prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL."

2. At Cowan, trains using main track of main line must not exceed thirty (30) miles an hour on public crossing at grade just north of passenger depot; if using other tracks must be prepared to stop before fouling this crossing and will stop before fouling it if crossing is not clear of pedestrians and vehicles.

Cars pushed over this crossing must be preceded by a flagman.

3. Trains must not exceed twenty (20) miles an hour between a point opposite main line mile post 88 and mile post 9, except must not exceed ten (10) miles an hour at poles 6-8, 6-22 and 6-30.

EMERGENCY TELEPHONES

Mile 3.17 In box on pole.
Sewanee Near north switch to passing track.
Monteagle Near mile post 14.

AIR BRAKES

Retaining valves on all loaded cars in north bound freight or mixed trains must be turned to the middle position before trains leave Sewanee, and restored to normal position at foot of grade.

ADDITIONAL SIDE TRACKS

Location	Car Capacity
St. Andrews Mile 9.89	7
Sand Switch " 11.20	11
Clouse Hill " 16.09	8
Gruetli " 30.41	4
Henley " 33.75	2
Collins " 35.36	8

WATER STATIONS

Cowan, Tracy City and Palmer.

FREIGHT TONNAGE RATINGS

Engine Class	H-7	H-8	L-1 & L-1-C
Cowan to Sewanee	425	450	514
Sewanee to Tracy City	1200	1300	1600
Tracy City to Cowan	1400	1450	1750
Between Tracy City and Palmer	1400	1450	

BETWEEN COWAN AND PALMER

Distances from Cowan	Station Numbers	SOUTH BOUND—READ DOWN		TIME-TABLE	NORTH BOUND—READ UP		HOURS TRAIN ORDER OFFICES ARE OPEN	Car Capacity of Sidings
		THIRD CLASS			THIRD CLASS			
		133 Daily Ex.Sun.	131 Daily Ex.Sun.		130 Daily Ex.Sun.	132 Daily Ex.Sun.		
		Mixed	Mixed	No. 499 Taking effect Sunday, June 30, 1946, at 12:01 A. M.	Mixed	Mixed	7.00 A. M. to 11.00 P. M. Except Sundays 7.00 A. M. to 3.00 P. M. Sundays 7.30 A. M. to 4.30 P. M. Except Sundays	Yard 23 19
		A. M.			A. M.			
	87	10.10		Lv. COWAN Ar	8.35		6.30 A. M. to 6.00 P. M. Except Sundays	Yard Yard Yard
7.99	G 95	s11.05		SEWANEE	s 7.55			
13.73	G 101	s11.35	A. M.	MONTEAGLE	A. M. s 7.25			
19.84	G 107	11.55	8.00	TRACY CITY	11.15	7.00		
26.78	G 114	A. M.	s 8.20	COALMONT	s10.50	A. M.		
37.59	G 125		9.00	Ar. PALMER Lv	10.00			
			A. M.		A. M.			
		Daily Ex.Sun.	Daily Ex.Sun.		Daily Ex.Sun.	Daily Ex.Sun.		
		133	131		130	132		

	Station Class Rate 1-2 1000 K-1 1050 K-1-A 1000 K-2 1100 L-1, L-2 and L-3-C 1050 L-2-A, C and L-3-B-C 1000	Station Class Rate G-2-A 1850 H-7-B 1800 H-7-C 800 H-2 800 L-1 and L-1-C 1000 L-2 1200	
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BETWEEN BRIDGEPORT AND PIKEVILLE

Distances from Bridgeport	Station Numbers	SOUTH BOUND—READ DOWN			NORTH BOUND—READ UP			HOURS TRAIN ORDER OFFICES ARE OPEN	Car Capacity of Sidings
		THIRD CLASS			THIRD CLASS				
TIME-TABLE									
No. 499					188				
Taking effect Sunday, June 30, 1946, at 12:01 A. M.					Daily Ex.Sun.				
STATIONS					P. M.				
			189	Lv. BRIDGEPORT Ar	1.15			Depot—7.15 A. M. to 4.15 P. M. Except Sun. Tower—Continuous 8.00 A. M. to 5.00 P. M. Except Sundays 6.30 A. M. to 3.30 P. M. Except Sundays	Yard
2.89	A 125		s 6.10	RICHARD CITY	s 12.43			17	
4.93	A 127		s 6.25	SOUTH PITTSBURG	s 12.33			27	
7.69	A 130		F 6.34	KIMBALL	F 12.13			36	
11.77	A 134		s 6.45	JASPER	s 12.01 PM		6.30 A. M. to 3.30 P. M. Except Sundays	17	
15.55	A 138		F 6.55	SEQUATCHIE	s 11.45			25	
19.01	A 142		F 7.05	VICTORIA	s 11.32			24	
22.60	A 145		s 7.20	WHITWELL	s 11.20		7.30 A. M. to 4.30 P. M. Except Sundays	9	
32.35	A 155		s 7.43	DAUS	s 10.50			18	
37.00	A 160		s 7.58	DUNLAP	s 10.35		8.00 A. M. to 5.00 P. M. Except Sundays	21	
42.27	A 165		F 8.15	MT. AIRY	F 10.15			10	
44.90	A 167		F 8.24	PALLO	F 10.05			7	
48.34	A 171		s 8.32	COLLEGE	s 9.55			19	
51.94	A 175		F 8.42	LEES	F 9.45			17	
56.88	A 179		9.00	Ar PIKEVILLE Lv	9.30		8.00 A. M. to 5.00 P. M. Except Sundays	Yard	
			A. M.		A. M.				
			Daily Ex.Sun. 189		Daily Ex.Sun. 188				

