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**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 Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Secs.		Mins.	Secs.
5	12	0	40	1	30
10	6	0	45	1	20
15	4	0	50	1	12
20	3	0	55	1	05
25	2	24	60	1	00
30	2	0	65	0	55
35	1	43	70	0	52

**LOUISVILLE & NASHVILLE  
RAILROAD COMPANY**

**WESTERN AND  
ATLANTIC DIVISION**

**TIME TABLE No.**

**11**

**TAKES EFFECT**

**SUNDAY, NOVEMBER 15, 1964**

**AT 12:01 A.M., CENTRAL STANDARD TIME  
Between Nashville and/or Radnor  
and Chattanooga**

**AT 1:01 A.M., EASTERN STANDARD TIME  
Between Chattanooga and Atlanta**

**FOR THE GOVERNMENT AND  
INFORMATION OF EMPLOYEES ONLY**

**C. S. SANDERSON,**

Vice-President—Operations and General Manager

**C. N. WIGGINS,**  
Ass't General Mgr.

**A. JAMES, Jr.,**  
Ass't General Mgr.

**S. P. STRICKLAND,**  
Chief Trans. Officer

**E. H. CIVILS,**  
Superintendent

**H. L. ENDICOTT,**  
Ass't Superintendent

**C. F. ANDERSON,**  
Ass't Superintendent

## SPECIAL INSTRUCTIONS—GENERAL

### SUBDIVISIONS

Chattanooga—Between Nashville and/or Radnor and Chattanooga, including branches.

W & A—Between Chattanooga and Central Avenue, Atlanta.

### DOUBLE TRACK

Between Nashville and Glenciff.

At Rockledge. (Southward main track chambers 74 cars and northward main track 76 cars.)

Between Tantallon and Sherwood.

Between Stevenson and Bridgeport.

Between Drawbridge and Wauhatchie.

Between Lookout and East End Avenue.

Between Tilford and Central Avenue, Atlanta.

### AUTOMATIC BLOCK SIGNAL SYSTEM

Between Signal Bridge at Lebanon Junction and/or Radnor and Cravens.

On switching lead at Bridgeport between Home Signals 122-1 and 122-3 and north end of Bridgeport-Drawbridge Interlocking.

Between signs located on roadside at Signal 136-3 reading "Beginning of Automatic Block" and "End of Automatic Block" and sign located on roadside north of Thurmond St., Atlanta, reading "End of Automatic Block" applying to southward trains, and Signal 0-8 applying to northward trains.

1. At Stevenson, a train on house track must not foul or enter northward main track unless conductor or engineer has permission of operator-leverman to do so.

2. At Bridgeport, Home Signals 122-1 and 122-3 must not be passed by any part of train while indicating "Stop" until train has stopped and, after stopping, train may proceed at Restricted Speed, when preceded by flagman, to the next signal applying.

3. On double track, before a train enters or fouls a main track from a siding or side track or crosses from one main track to another, a member of the crew must operate the switch and wait 3 minutes at the switch before the train makes the movement.

This will not relieve employees from the duty of promptly and properly protecting the movement.

4. Between Tilford and Thurmond Street, Atlanta, trains and engines will run with the current of traffic by block and interlocking signals, whose indication will supersede Time Table superiority of trains.

5. Signal 1-5 located south of North Avenue Underpass, Atlanta, governing southward movements on southward main track is east of northward main track and is not equipped with a doll signal.

### INTERLOCKING

Interlocking stations are located at:

Stevenson	Cravens	Junta
Bridgeport	East End Avenue	Tilford
Wauhatchie	Dalton	Howell
Wauhatchie Yard		

1. At Stevenson, a "Proceed", "Approach" or "Restricting" indication displayed by the last CTC signal applying will be authority for a southward train leaving CTC limits to proceed to the first interlocking signal applying. Should this CTC signal be passed while indicating "Stop" as provided for in CTC rules, train will proceed at Restricted Speed, preceded by a flagman to the first interlocking signal applying.

A "Proceed", "Approach" or "Restricting" indication displayed by the last interlocking signal applying will be authority for a northward train leaving interlocking limits to proceed to the first CTC signal applying. Should this interlocking signal be passed while indicating "Stop" as provided for in interlocking rules, train will proceed at Restricted Speed, preceded by a flagman from north end of interlocking limits to the first CTC signal applying.

2. Controlled Power Operated Switches are in service at:

Junction of L&N southward main track and Southern Railway main track at Stevenson.

Each end of crossover between L&N main tracks at Stevenson.

End of double track at Drawbridge.

All switches at Wildwood and Lookout.

North end of siding at Dalton.

North end of siding at Junta.

South end of Tilford interlocking plant.

A.C.L. Junction.

3. Within Bridgeport-Drawbridge Interlocking, when an interlocking signal is passed while indicating "Stop" as provided for in interlocking rules or Paragraph (a) of this instruction, train must proceed at Restricted Speed, and, in addition, no part of train may be moved onto drawbridge unless engineer or conductor has been verbally informed by bridgetender that draw is in safe position for movement of train over same.

(a) When signal on island or signals at Drawbridge are indicating "Stop" and permission to pass such signals cannot be obtained from leverman at Bridgeport, train may pass such signals when preceded by a flagman to the next signal, observing other requirements of the preceding paragraph.

Rules 662 and 662 (a) do not apply at drawbridge 123.1.

4. A "Proceed", "Approach" or "Restricting" indication displayed by interlocking signals at Wildwood applying to southward movements; by interlocking signals at Lookout, applying to northward movements and by all interlocking signals at Wauhatchie and Wauhatchie Yard, will be authority for a train to proceed to the next signal applying.

Northward movements beyond limits of Wildwood interlocking must be authorized by time-table, train order, Rule 93 or under flag protection.

(a) At Wildwood, Wauhatchie Yard and Lookout, permission to pass an interlocking signal indicating "Stop", as provided by Rule 663, must be obtained from operator-leverman at Wauhatchie Yard by telephone.

(b) For movement on a main track between Wildwood and Lookout, operator-leverman at Wauhatchie Yard and Wauhatchie must communicate with each other to determine the route is clear before giving a train permission or a hand signal to pass an interlocking signal indicating "Stop".

(c) When a movement clears in northward siding at Wauhatchie or spur track adjacent thereto and switch or switches are set to normal position, operator-leverman at Wauhatchie and Wauhatchie Yard must be notified, and before again fouling northward main track, conductor or engineer must obtain authority from operator-leverman at Wauhatchie and Wauhatchie Yard.

Interlocking at Dalton is under the control of train dispatcher located in tower at that station.

### INTERLOCKING AND AUTOMATIC BLOCK SIGNAL SYSTEM

Between Lookout Interlocking and Cravens Interlocking, trains will run with the current of traffic by interlocking and block signals whose indications will supersede time-table superiority of trains.

Movements against the current of traffic between Lookout and Cravens will be made at Restricted Speed and only on instructions of Yardmaster at Wauhatchie Yard or an officer of the Company on the ground.

### OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS (CTC)

Rules 261 to 263, inclusive, and, 525 to 531, inclusive, are effective between signal bridge at Lebanon Junction and a point 417 feet south of end of double track at Stevenson and on northward freight main track, except on northward main track between signal bridge at Lebanon Junction and south end of A-2 Interlocking and between south limits of Interlocking at East End Avenue and Tilford except within interlocking limits.

1. When a "Call Lamp" is lighted and is visible from a train which is standing, or a train the crew of which is switching, some member of such crew must call train dispatcher as promptly as practicable.

2. At Wartrace, a "Call Lamp" is located on telephone booth east of tracks, just south of Freight Depot.

3. At Cowan and Tantallon, when authorized by train dispatcher, a helper engine may, when necessary, pass a Home Signal indicating "Stop", without being preceded by a flagman to the next Home Signal applying, in order to attach to a train to be helped, provided the train is standing and there is an unobstructed view between such signal and such train, but provisions of Rule 526 must be observed. Train dispatcher may so authorize.

4. Between Sherwood and Tantallon, Dwarf Signal 95.2 and 95.3 are Stop and Proceed signals.

5. Within CTC territory, where maximum allowable speed is more than 20MPH, trains or engines must not clear main track at hand operated switches to meet or be passed by another train, except where such hand operated switch is equipped with electric lock. Trains or engines using hand operated switch not equipped with electric lock must leave the main track occupied by engine or cars, or main track switch open.

### SPRING SWITCHES

Name of Siding	End Located	Normal Position
Southward at Dechard	North South	Southward Siding Northward Siding Union Station
First switch in northward Main south of 13th Street (Hooke St.), Chattanooga		

**SPECIAL INSTRUCTIONS—General—Continued from page 1**

**AUTOMATIC SWITCHES**

A train trailing through and stopping on an automatic switch must not make a reverse movement until all wheels of leading truck have completely passed switch points.

**SPEED RESTRICTIONS**

1. Freight train speed restrictions also apply to mixed trains and passenger train speed restrictions also apply to light engines.
2. Unless otherwise provided, movements through crossovers and turnouts must not exceed 15 miles per hour.
3. Trains handling L&N 200000 series covered hoppers will not exceed speed of 10 miles per hour during movement in sidings.

**MISCELLANEOUS**

1. Local freight trains must let other second class trains and extras pass without delay.
2. A freight train being backed will not be stopped with the conductor's emergency valve except in case of emergency.
3. Where emergency telephones are located at points not within CTC limits, conductors must call train dispatcher after their train has been delayed 20 minutes.
4. Scale test cars must be handled only in local freight trains next to caboose, not to exceed 30 miles per hour.
5. Rotating machinery, except pile drivers, must be handled with boom in trailing position. Idler car should follow rotating machinery.
6. L. & N.-owned locomotive cranes on their own wheels must not be moved without the crane operator accompanying the crane.
7. Trains must not leave a terminal ahead of time called to depart.
8. GP-30 Class diesels must not be operated on Shelbyville Branch, Sparta Branch, Huntsville Branch, Fayetteville Branch or Sequatchie Valley Branch.

**TRAIN ORDER OFFICES**

"D" Offices will be open from 8:00 A. M. to 5:00 P. M. daily except Saturday and Sunday; "NC" Offices during the hours designated below:

Stations	Hours Train Order Offices Open	Days Train Order Offices Closed
Tullahoma.....	8:30 A.M. to 11:30 P.M.	
Dechard.....	5:30 A.M. to 2:30 P.M.	Sat. & Sun.
Cowan.....	8:00 A.M. to 5:00 P.M.	Sun.
(Agent's Office) Bridgeport (Passenger Sta.)	7:00 A.M. to 4:00 P.M...	Sat. & Sun.
Manchester.....	{7:30 A.M. to 11:30 A.M.} {1:30 P.M. to 4:30 P.M.}	Sat. & Sun.
McMinnville.....	{7:30 A.M. to 11:30 A.M.} {1:30 P.M. to 4:30 P.M.}	Sat. & Sun.
Sparta.....	8:00 A.M. to 5:00 P.M...	Sat. & Sun.
Winchester.....	{7:00 A.M. to 11:30 A.M.} {1:30 P.M. to 4:00 P.M.}	Sat. & Sun.
Fayetteville.....	7:15 A.M. to 4:15 P.M...	Sat. & Sun.
Huntsville.....	{8:00 A.M. to 11:30 A.M.} {1:30 P.M. to 5:00 P.M.}	Sat. & Sun.
Tracy City.....	{7:30 A.M. to 11:30 A.M.} {1:30 P.M. to 4:30 P.M.}	Sat. & Sun.
Richard City.....	{8:00 A.M. to 11:30 A.M.} {1:30 P.M. to 5:00 P.M.}	Sat. & Sun.
South Pittsburg...	{7:00 A.M. to 11:30 A.M.} {1:30 P.M. to 4:00 P.M.}	Sat. & Sun.
Dunlap.....	{8:00 A.M. to 11:30 A.M.} {1:30 P.M. to 5:00 P.M.}	Sat. & Sun.
Pikeville.....	8:00 A.M. to 5:00 P.M...	Sat. & Sun.

**STREET AND HIGHWAY CROSSINGS AND CITY REGULATIONS**

Attention is called to Tennessee State Law, Section 2628 of the Code, reading in part as follows:

"Subsection 3. On approaching a city or town, the bell or whistle shall be sounded when the train is at a distance of one mile, and at short intervals till it reaches its depot or station; and on leaving a town or city, the bell or whistle shall be sounded when the train starts, and at intervals till it has left the corporate limits.

"Subsection 4. Every railroad company shall keep the engineer, fireman, or some other person upon the locomotive, always upon the look-out ahead; and when any person, animal or other obstruction appears upon

the road the alarm whistle shall be sounded, the brakes put down, and every possible means employed to stop the train and prevent an accident."

Subsection 3 above is applicable at the following incorporated towns:

Nashville	Tullahoma	Manchester	Monteagle
Smyrna	Estill Springs	McMinnville	Tracy City
Murfreesboro	Dechard	Sparta	South Pittsburg
Bell Buckle	Cowan	Winchester	Jasper
Wartrace	Chattanooga	Huntland	Dunlap
Normandy	Shelbyville	Fayetteville	Pikeville

Boards indicating the location of the corporate limits of cities and towns in Tennessee have been erected, and at a point one mile from the City Limits on either side of the city or town there is a "CW" or "W&R" post. The whistle should be sounded—one long blast as the engine is passing the "CW" or "W&R" post. The engine bell should be ringing from the time the engine passes the "CW" or "W&R" post until the station is reached, if the train stops, and must again be started before the train leaves the station and rung continuously until the train passes out of the city limits. If the train does not stop at the station the bell must be rung continuously from the "CW" or "W&R" post until the train passes out of the city limits on the opposite side of the city.

Title 48, Sections 170-171 of the Code of Alabama reads in part as follows:

"Enginemen on locomotives must blow the whistle or ring the bell at least one quarter of mile before reaching any public road crossing or any regular station or stopping place on such railroad and continue to blow the whistle or ring the bell at short intervals until it has passed such crossing or reached such station or stopping place. He must also blow the whistle or ring the bell immediately before and at the time of leaving such station or stopping place, and also immediately before entering any curve crossed by a public road crossing where he cannot see one quarter of a mile ahead. He must also blow whistle or ring the bell at short intervals on entering into or while moving within or passing through any village, town, or city."

Section 94-506, Chapter 94-5 of the 1933 Code of Georgia, as amended, requires engineer operating the locomotive of any railroad train to sound grade crossing signals with two long, one short and one long blast of the locomotive whistle, beginning at blow post located 400 yards from the center of intersection at grade with any public road or street crossing at grade, said blast of whistle to be loud and distinct. In addition thereto, on reaching the blow post for the crossing and while approaching said crossing, he shall keep and maintain a constant and vigilant lookout along the track ahead of said engine, and shall otherwise exercise due care in approaching said crossing, in order to avoid doing injury to any person or property which may be on said crossing, or upon the line of said railway at any point within 50 feet of such crossing.

**YARD LIMITS**

Nashville-Radnor	Hooker-Chattanooga-	Manchester
Murfreesboro	Boyce	McMinnville
Wartrace	Dalton	Sparta
Tullahoma	Kingston	Elora
Dechard	Junta-Cartersville-	Fayetteville
Cowan	North Yard	Huntsville
Sherwood	Elizabeth-Marietta-	Hobbs Island-Incline
Stevenson	Rosewood	Tracy City
Widows Creek	Tilford-Atlanta	South Pittsburg
Bridgeport-Drawbridge	Shelbyville	Whitwell

**DRAWBRIDGES**

Location	Mile	Protection
Tennessee River	123.1	Interlocking

**RAILROAD CROSSINGS AT GRADE**

Location	Railroad	Protection
Huntsville	Southern	Electric Lock
Cravens	A. G. S.	Interlocking
King St.	Chattanooga Belt	Gates
East End Avenue	Southern	Interlocking
Dalton	Southern	Interlocking
Howell	Southern-SAL	Interlocking

(Continued on page 7)

### SOUTHWARD—NASHVILLE AND CHATTANOOGA

SECOND CLASS					FIRST CLASS					Distance from Louisville Via Nashville	TIME TABLE				
	47	57	51	23	55		3	35	95		93	31	No. 11		
	Freight	Fast Freight	Fast Freight	Freight	Fast Freight		Passenger	So. Ry. Passenger	The Dixie Flyer		The Georgian	So. Ry. Passenger	Takes effect Sunday, November 15, 1964, at 12:01 A.M., CST		
	Daily	Daily	Daily	Daily ex. Sunday	Daily		Daily	Daily	Daily		Daily	Daily	STATIONS		
	P. M.	P. M.	P. M.	P. M.	A. M.		P. M.	P. M.	A. M.	A. M.	A. M.				
							8.30		11.20	2.40		186.50	L	NASHVILLE	N
	9.05	7.30	4.30		5.30							190.00		RADNOR	N
	9.15	7.40	4.40		5.40 <sup>2</sup>		8.38		11.27	2.48		191.13		GLENCLIFF	E
														2.60	
	9.20	7.45	4.45		5.46		8.41		11.30	2.51		193.73		DANLEY	E
	9.35	7.59	4.59		5.57		8.49		11.38	2.59		202.17		LAVERGNE	E
	9.42	8.05	5.05		6.03		8.55		11.43	3.04 <sup>52</sup>		206.64		SMYRNA	E
														11.48	
	10.16 <sup>54</sup>	8.22	5.39 <sup>50</sup>		6.18		9.15		11.56	3.16		218.12		MURFREESBORO	E
	10.44	8.43	5.56		6.39		9.35		12.11	3.29		231.81		FOSTERVILLE	E
														9.74	
	11.10 <sup>44</sup>	8.56	6.09		6.55		9.51 <sup>54</sup>		12.21	3.38		241.52		WARTRACE	E
														14.08	
	11.40	9.34 <sup>44</sup>	6.33	1.33 <sup>94</sup>	7.24		10.21 <sup>44</sup>		12.45	3.55 <sup>2</sup>		255.60		TULLAHOMA	E
														13.16	
	12.01	9.55	6.48	1.50	7.42		10.41		1.03 <sup>94</sup>	4.10		268.76		DECHERD	E
														5.04	
	12.25	10.04	6.55	2.00	7.50		10.53		1.18	4.15		273.80		COWAN	E
	12.35	10.20	7.11	2.25	8.01		10.59		1.24	4.21		276.63		ROCKLEDGE	E
	12.55 <sup>52</sup>	10.33	7.24	2.40	8.10		11.07		1.34	4.30		281.01		TANTALLON	E
														4.38	
	1.00	10.36	7.27	2.45	8.13		11.09		1.37	4.32		282.85		SHERWOOD	E
	1.10	10.45	7.35 <sup>44</sup>	2.56	8.20 <sup>22</sup>		11.14		1.42	4.37		288.69		ANDERSON	E
														1.84	
	1.30	10.59	7.49	3.20	8.37		11.28	5.30	1.57	4.47	1.22	299.47		STEVENSON	NE
	1.39	11.07	7.57	3.45	8.46		11.34	5.38	2.04	4.53	1.30	305.79		WIDOWS CREEK	E
														6.32	
	1.50	11.12	8.02	4.30	8.52		11.44	5.45	2.12	4.56	1.35	309.05		BRIDGEPORT	NE
														1.21	
														6.11	
	2.01	11.23	8.13	4.50	9.05		11.55	5.55	2.23	5.05	1.45	316.37		SHELLMOUND	E
														7.50	
	2.20	11.34	8.24	5.10	9.20		12.06	6.05	2.34	5.15	1.56	323.87		WHITESIDE	E
														4.11	
	2.30	11.41	8.31	5.30	9.27		12.14	6.12	2.41	5.21	2.04	327.98		HOOKER	E
	2.35	11.46	8.36	5.35	9.33		12.18	6.16	2.45	5.24	2.08	330.15		WILDWOOD	E
														2.17	
	3.00	12.30	9.25	5.55	10.00							333.07		WAUHATCHIE YARD	NE
														6.11	
							12.21	6.20	2.49	5.27	2.12	332.10		WAUHATCHIE	NE
														1.96	
							12.23		2.51	5.29		334.06		LOOKOUT	E
														2.48	
							12.25		2.53	5.33		336.54		CRAVENS	N
														1.55	
							12.50		3.15	5.50		338.09	A	CHATTANOOGA	E
	A. M.	A. M.	P. M.	P. M.	A. M.		A. M.	P. M.	P. M.	A. M.	A. M.				
	Daily	Daily	Daily	Daily ex. Sunday	Daily		Daily	Daily	Daily	Daily	Daily				
	47	57	51	23	55		3	35	95	93	31				

Regular southward trains are superior to trains of the same class moving in the opposite direction.

### CHATTANOOGA AND NASHVILLE—NORTHWARD

TIME TABLE No. 11 Takes effect Sunday, November 15, 1964, at 12:01 A.M., CST		Our Capacity of Sidings based on 44 feet per car.	FIRST CLASS					SECOND CLASS			
			2	30	94	54	34	22	50	44	52
			Passenger	So. Ry. Passenger	The Dixie Flyer	The Georgian	So. Ry. Passenger	Freight	Fast Freight	Freight	Fast Freight
			Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily
STATIONS			A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	
A	NASHVILLE	N YARD	6.30		3.30	11.00					
	RADNOR	N YARD						7.15	1.00	4.30	
	GLENCLIFF 2.60	E	5.40 <sup>55</sup>		3.01	10.45					
	DANLEY 8.44	E 85	5.32		2.53	10.42		6.15	12.25	3.30	
	LAVERGNE 4.47	E 87	5.22		2.48	10.33		6.01	12.12	3.19	
	SMYRNA 11.48	E 90	5.15		2.42	10.28		5.54	12.05	3.04 <sup>93</sup>	
	MURFREESBORO 13.69	E 164	5.01		2.27	10.16 <sup>47</sup>		5.39 <sup>51</sup>	11.50	2.37	
	FOSTERVILLE 9.74	E 160	4.41		2.04	10.02		5.21	11.25	2.21	
	WARTRACE 14.08	E N77 S119	4.28		1.53	9.51 <sup>3</sup>		5.06	11.10 <sup>47</sup>	2.09	
	TULLAHOMA 13.16	E S99 N82	3.55 <sup>93</sup>		1.33 <sup>23</sup>	9.34 <sup>57</sup>		10.30	4.47	10.21 <sup>3</sup> 9.34 <sup>54</sup>	
	DECHERD 5.04	E N94 S96	3.33		1.03 <sup>95</sup>	9.18		10.00	4.30	8.35	
	COWAN 2.83	E N140 S1-103 S2-102	3.27		12.52	9.13		9.30	4.23	8.15	
	ROCKLEDGE 4.38	E	3.20		12.44	9.08		9.20	4.15	8.05	
	TANTALLON 1.84	E	3.11		12.34	8.59		9.05	3.56	7.50	
	SHERWOOD 5.84	E	3.09		12.32	8.56		9.00	3.53	7.44	
	ANDERSON 10.78	E 80	3.03		12.26	8.51		8.20 <sup>55</sup>	3.45	7.35 <sup>51</sup>	
	STEVENSON 6.32	NE N72 S73	2.53	8.05	12.15	8.41	12.45	7.40	3.30	7.20	
	WIDOWS CREEK 3.26	E S146	2.44	7.55	12.04	8.35	12.30	7.15	3.21	7.10	
	BRIDGEPORT 1.21	NE N93 S92	2.38	7.48	11.59	8.32	12.25	7.00	3.15	7.01	
	DRAWBRIDGE 6.11	E									
	SHELLMOUND 7.50	E N72 S92	2.24	7.38	11.48	8.24	12.15	6.25	2.59	6.45	
	WHITESIDE 4.11	E N58	2.14	7.28	11.39	8.15	12.05	5.55	2.46	6.30	
	HOOKER 2.17	E N84 S72	2.07	7.20	11.33	8.09	11.59	5.35	2.35	6.20	
	WILDWOOD	E	2.04	7.16	11.30	8.06	11.55	5.25	2.25	6.10	
	WAUHATCHIE YARD	NE YARD						5.15	2.15	6.00	
	WAUHATCHIE 1.96	NE N57	2.01	7.12	11.27	8.03	11.52				
	LOOKOUT 2.48	E	1.59		11.25	8.01					
	GRAVENS 1.55	N YARD	1.55		11.20	7.57					
L	CHATTANOOGA	E YARD	1.50		11.15	7.52					
			A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	
			Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	
			<b>2</b>	<b>30</b>	<b>94</b>	<b>54</b>	<b>34</b>	<b>22</b>	<b>50</b>	<b>44</b>	
								<b>52</b>			

Regular southward trains are superior to trains of the same class moving in the opposite direction.



## ATLANTA AND CHATTANOOGA—NORTHWARD

<b>TIME TABLE</b> No. 11 Takes effect Sunday, November 15, 1964, at 1:01 A.M., EST		Car Capacity of sidings based on 44 feet per car.	FIRST CLASS						SECOND CLASS								
			94		54	18	194	2	6	8	20		42	50	52	44	
			Dble Flyer		Georgian	Flamingo	ACL Passenger	Passenger	Local Freight	Local Freight	Local Freight		Fast Freight	Fast Freight	Fast Freight	Fast Freight	
			Daily		Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		Daily	Daily	Daily	Daily	
<b>STATIONS</b>			A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	A. M.		
A	CHATTANOOGA	E	YARD	11.59		8.40			2.20								
	0.28 MARKET ST.		YARD									11.15		2.30	10.35		
	0.84 EAST END AVENUE	E		11.38		8.28			1.47			11.10		2.26	10.33		
	3.64 BOYCE	E	93	11.34		8.24			1.43			11.00		2.21	10.28		
	5.98 CHICKAMAUGA	E		11.27		8.17			1.36			10.25		2.13	10.20		
	5.73 GRAYSVILLE	E	147	11.20		8.10			1.29			10.13		2.06	10.11		
	5.76 RINGGOLD	E		11.13		8.03			s 1.21			10.00		1.59	10.03		
	7.70 TUNNEL HILL	E	146	11.04		7.54			r12.58 <sup>51</sup>			9.30		1.49	9.51		
	7.78 DALTON	E	94	s10.53		7.44			s12.45			9.15		1.39	9.40		
	8.78 TILTON	E	72	10.40		7.33			12.15			9.00		1.28 <sup>55</sup>	9.27		
	6.15 RESACA	E	214	10.32		7.26			r12.06			8.45		1.20	9.18		
	5.80 CALHOUN	E		s10.24		7.20			s11.59			8.30		1.11	9.10		
	3.28 McDANIELS	E	87	10.16		7.16			11.47			8.19 <sup>93</sup>		1.06	9.05		
	6.25 ADAIRSVILLE	E	70	10.09		7.09			s11.39			7.20 <sup>21</sup>		12.57	8.57		
	4.75 HALLS	E	81	10.03		7.04			11.29			6.40		12.49	8.50		
	4.92 KINGSTON	E	136	9.56		6.58			s11.24			6.13 <sup>57</sup>		12.40	8.43		
	10.53 JUNTA	NE	89	9.43		6.46	7.55		11.11		8.11	5.29		12.05	12.25	8.28	1.00
	0.51 CARTERSVILLE	E		s 9.40		6.45	7.51		s11.09		8.08	5.25		12.01	12.22	8.25	12.56
	3.93 EMERSON	E	96	9.35		6.40	7.46		r10.59		8.02	4.56 <sup>3</sup>		11.54	12.15	8.19	12.51
	6.76 ACWORTH	E	S58 N78	9.26 <sup>7</sup>		6.32 <sup>95</sup>	7.38		s10.51		7.52	4.43		11.43	12.05	8.05	12.41
	5.95 KENNESAW	E	135	9.16 <sup>21</sup>		6.22	7.30		r10.41		7.39	4.10		11.30	11.50	7.55	12.31
	6.98 ELIZABETH	E	S77 N85	9.04		6.11	7.21		10.32	3.40	7.25 <sup>17</sup>	3.35		11.18	11.37	7.45	12.19
	1.23 MARIETTA	E		s 9.01		6.09	7.19		s10.30	3.31	7.20	3.20		11.10	11.33	7.41	12.16
	0.53 ROSEWOOD	E	70	8.56		6.07	7.18		10.21	3.29	7.17 <sup>43</sup> 7.13 <sup>57</sup>	3.13 <sup>51</sup>		11.09	11.30	7.38	12.14
	4.92 SMYRNA	E	S84 N87	8.48		6.00	7.11 <sup>95</sup>		r10.14	3.21 <sup>51</sup>	6.46	3.00		11.01 <sup>21</sup>	11.22	7.31	12.06
	3.85 VININGS	E	68	8.38		5.52 <sup>45</sup>	7.05		r10.07	2.55	6.35	2.45		10.55	11.16 <sup>21</sup>	7.20 <sup>5</sup> 7.19 <sup>95</sup>	11.58
	4.26 BOLTON	E		8.30		5.45	6.59		10.00	2.40	6.20	2.20		10.48	11.08	7.05	11.49
	1.92 TILFORD	NE	YARD							2.30	6.15	2.15		10.45	11.05	7.00	11.45
	2.69 HOWELL TOWER							9.38									
L	ATLANTA	NCE	YARD	8.15		5.30	6.45		9.30	9.45							
				A. M.		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		A. M.	A. M.	P. M.	P. M.
				Daily		Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		Daily	Daily	Daily	Daily
				94		54	18	194	2	6	8	20		42	50	52	44

**SPECIAL INSTRUCTIONS—General—Continued from page 2.****STANDARD CLOCKS**

Nashville.....	Union Station—Train Order Office.
Radnor.....	Engine Men's Washroom.
Radnor.....	RA Train Order Office.
Tullahoma.....	Train Order Office.
Sparta.....	Train Order Office.
Decherd.....	Train Order Office.
Huntsville.....	Train Order Office.
Cowan.....	Engine House Office.
Tracy City.....	Train Order Office.
Stevenson.....	Train Order Office.
Bridgeport.....	Agent's Office.
Wauhatchie Yard.....	Train Order Office.
Chattanooga.....	Union Station—Cashier's Office.
Dalton.....	Agent's Office.
Cartersville.....	Agent's Office.
Marietta.....	Agent's Office.
Tilford.....	Train Order Office—Yard Office.
Tilford.....	Engine Men's Washhouse.
Atlanta.....	Union Station—Train Order Office.

**BULLETIN BOARDS**

Nashville.....	Union Station—Train Order Office.
Nashville.....	Engine Men's Washroom.
Radnor.....	Engine Men's Washroom.
Radnor.....	RA Train Order Office.
Murfreesboro.....	Agent's Office—Passenger Depot.
Tullahoma.....	South Waiting Room.
Sparta.....	Conductor's Room.
Decherd.....	Train Order Office.
Huntsville.....	Train Order Office.
Cowan.....	Engine House Office.
Tracy City.....	Train Order Office.
Stevenson.....	Train Order Office.
Bridgeport.....	Agent's Office.
Wauhatchie Yard.....	Yard Office.
Wauhatchie Yard.....	Engine Men's Register Room.
Chattanooga.....	Service Building—For terminal employees.
Chattanooga.....	Union Station—Baggage Room.
Dalton.....	Agent's Office.
Cartersville.....	Locker Room.
Marietta.....	Agent's Office.
Tilford.....	Yard Office.
Tilford.....	Bowl Yardmasters' Office.
Tilford.....	Engine Men's Washhouse.
Tilford.....	Switchmen's Locker Room.
Bellwood.....	ACL Yard Office.
Atlanta.....	Union Station—Train Order Office.

**SPECIAL INSTRUCTIONS—  
CHATTANOOGA SUBDIVISION-MAIN LINE****REGISTER STATIONS**

Nashville.....	Union Station—Train Order Office—For trains originating or terminating at Union Station.
Stevenson.....	For all trains. L. & N. trains will use Form 230. Southern Railway trains will use Southern Rwy Form 721.
Wauhatchie.....	For northward Southern Railway trains. Such trains will use Southern Railway Form 721. For northward L. & N. trains, originating at Chattanooga Union Station. Such trains will use L. & N. Form 230 and conductors will show departure time from Chattanooga Union Station thereon.
Wauhatchie Yard.....	For trains originating or terminating at Wauhatchie Yard and such terminating trains will register by Form 230, which will be left with way bills.

On double track Stevenson to Chattanooga inclusive, unless prohibited by train order, an extra may leave its initial station without ascertaining whether second class trains due have left.

**MISCELLANEOUS**

1. Trains, except first and second class, may run between Nashville and/or Radnor 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.

2. No. 23 may assume schedule and leave Tullahoma without Clearance Form A.

3. At Tullahoma, flagman must immediately precede any car or train being moved on public crossing at grade at Wilson Avenue and Hadley Bend Track.

4. On two or more tracks, the time applies at the Station Sign.

5. At Stevenson, unless otherwise provided, a northward train not having authority by Clearance Form A or train order to run beyond Stevenson, when moving with the current of traffic, may proceed on main track to south end of interlocking limits, but this is not authority for an inferior train to occupy main track between switches of northward siding on the time of a superior train.

6. Between Stevenson and Chattanooga, passenger trains will be run on first class schedules or as extras and such extras will display signals as prescribed by Rule 21. Other trains will be run as regular trains on second class schedules or as extra trains and such extra trains will not display signals as prescribed by Rule 21 except where a section of double track is being used as single track.

7. Between Stevenson and Wauhatchie Southern Railway freight trains may display a reflectorized disk showing red when on main track and yellow when clear of main track in lieu of signals required by Rule 19.

8. Four axle cars exceeding 256,000 pounds gross weight must not be moved on Bridges 122.6 and 123.1, Drawbridge.

9. At Union Station, Chattanooga, flag protection is not required for passenger trains stopping in station with a portion of train fouling northward main track.

Train must approach this location expecting to find northward main track occupied by such passenger trains.

10. Northward first class trains may assume schedule and leave Chattanooga Union Station without Clearance Form A, but must not pass Wauhatchie without obtaining Clearance Form A.

11. Northward extra trains originating Chattanooga Union Station may proceed to Wauhatchie without Train Orders and Clearance Form A but must obtain Train Order authority at Wauhatchie for further movement.

12. Northward trains originating Chattanooga Union Station, by-passing Wauhatchie Tower via Wauhatchie Yard, will obtain Clearance Form A at Telegraph Office, Wauhatchie Yard.

13. Crews of northward trains, operating from Chattanooga Union Station, will be notified, when signals prescribed by Rules 20 and 21 are to be displayed from Wauhatchie and will display such signals from Chattanooga Union Station.

**SPECIAL INSTRUCTIONS—Chattanooga Subdivision—Main Line—**  
(Continued)

**STOPS FOR PASSENGERS:**

Trains will stop on signal to receive or discharge passengers as follows:

Trains	
Nos. 2 & 3.....	Bell Buckle, Long Island, and Whiteside to receive and discharge revenue passengers.
Nos. 3 & 94.....	Sherwood to receive or discharge revenue passengers.
Nos. 94 & 95.....	Bell Buckle to receive or discharge revenue passengers to or from Nashville, Chattanooga or points beyond. Long Island to receive or discharge revenue passengers.

**MAXIMUM ALLOWABLE SPEED OF TRAINS**

1. Between Radnor and main line connection, trains must not exceed 15 miles per hour on Southward Freight Main track and 40 miles per hour on Northward Freight Main track.

2. **MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS.**

LOCATION		Psg. Trains	Frt. Trains
Between	And	MILES PER HOUR	
Mile Post 2	Mile Post 61.....	70	50
Mile Post 61	Mile Post 67.....	50	40
Mile Post 67	Mile Post 88.....	70	50
Mile Post 88	Mile Post 94.....	35	30
Mile Post 94	Mile Post 96.....	50	40
Mile Post 96	Mile Post 122.....	70a	50a
Mile Post 122	E.D.T. Bridgeport.....	40	35
E.D.T. Bridgeport	E.D.T. Drawbridge.....	20	20f
E.D.T. Drawbridge	Mile Post 130.....	70a	50a
Mile Post 130	Mile Post 132.....	60a	50a
Mile Post 132	Mile Post 139.....	45	40
Mile Post 139	Mile Post 144.....		
	Southward Main Track....	45	40
	Northward Main Track....	40	35
Mile Post 144	Mile Post 147.....	60a	50a
Mile Post 147	Cravens Interlocking.....	45	40
Cravens Interlocking	East End Avenue Interlocking.....	20b	20b

3. Maximum allowable speed of Chicago-Atlanta Piggyback is 60 miles per hour.

**MOVEMENTS AGAINST THE CURRENT OF TRAFFIC (a)**

LOCATION	Psg. Trains	Frt. Trains
Between STEVENSON and WAUHATCHIE.....	55	45

**WRECKER TRAINS (c)**

Handling	Miles Per Hour
LN 40018 to 40021 incl.....	30 d
Southern Railway Wreckers.....	30e

d: Restricted to 15 miles per hour on bridge 122.6, bridge 123.1 Drawbridge, on Alton Park Extension, and on Belt Railway Trestle O.8R opposite Cravens.

e: Restricted to 10 miles per hour on Bridge 122.6 and 5 miles per hour on Drawbridge 123.1.

**VARIOUS (e)**

Trains handling machinery of rotary or swinging type, such as cranes, derricks, pile drivers, steam shovels, or similar equipment—moving on own wheels.....	30
Trains handling scale test cars.....	30
Trains handling ditchers or air dump cars.....	30
At TULLAHOMA, the north leg of the wye is a part of main track of Sparta Branch. Movements on the wye at Tullahoma must be made at Restricted Speed.	..
When handling R. P. O. car: No. 93 passing passenger depot at DECHERD and COWAN.	20
Trains on public crossings at grade: GLENCLIFF—Thompson Lane.....	45
MURFREESBORO—Salem Pike and Main Street.....	30
TULLAHOMA—Brown, Hogan, Grundy, Lincoln, Lauderdale and Warren Streets.....	25
DECHERD—Crossing just south of psgr. depot.....	..
Trains on tracks other than main track of main line must stop before fouling this crossing.	..
COWAN—Crossing just north of psgr. depot.....	30
After the front of a train has cleared this crossing, the speed may be increased to maximum speed otherwise specified.	
Trains on tracks other than main track of main line must approach this crossing prepared to stop and will stop if crossing is not clear of pedestrians and vehicles. Cars pushed over this crossing must be preceded by a flagman.	

b: Between Cravens Interlocking and East End Avenue Interlocking, movements must be at speeds that will permit stopping within one-half range of vision, but not exceeding 20 miles per hour.

c: Where maximum speed authorized for wrecker trains, work trains, or other trains under caption "VARIOUS", exceeds the maximum speed authorized for freight trains at certain locations, the maximum speed authorized for freight trains must not be exceeded.

**3. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED CURVES, BRIDGES, ETC.**

LOCATION	Psg. Trains	Frt. Trains
Miles Per Hour		
Curve between Mile Posts 32 and Pole 32-12.....	65	50
Curve between Poles 61-19 and 61-24.....	45	35
Curve between Poles 61-24 and 61-32.....	45	35
Curve between Poles 62-17 and 62-23.....	45	35
Curve between Poles 62-23 and 62-32.....	45	35
Curve between Poles 63-10 and 63-18.....	45	35
DECHERD—Reverse Curve at Signal 80 R.....	50	45
Cumberland Mountain Tunnel.....	20	15
Curve between Poles 94-2 and 94-8.....	45	35
STEVENSON—Curve between E.D.T. and Psgr. Depot.....		
Southward Main Track.....	55	50
Northward Main Track.....	45	40
Curve between Mile Posts 121 and 122—both Main Tracks.....	55a	45
Curve at Mile Post 128—both Main Tracks.....	60a	50a
Curve between Poles 142-16 and 142-28—Southward Track only.....	40	35
Curve at Mile Post 145—Southward Main Track.....	60a	45
Northward Main Track.....	55	45

f: Trains handling wreckers, except Southern Railway wreckers, locomotive cranes, pile drivers or similar equipment, must not exceed 15 miles per hour on Bridges 122.6 or 123.1, Drawbridge.

Trains handling Southern Railway wreckers must not exceed 5 miles per hour on Drawbridge 123.1 and 10 miles per hour on Bridge 122.6 and in addition such wrecker must be placed between 2 cars, neither of which shall exceed 60,000 pounds gross weight and this group of cars must be separated from locomotive or any car exceeding 210,000 pounds gross weight by at least 3 light cars for movement on these bridges.

**SPECIAL INSTRUCTIONS—Chattanooga Subdivision—Main Line—**  
(Continued)

**4. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED**  
**TURNOUTS**

LOCATION	Southward Main Track		Northward Main Track	
	Psg. Trains	Frt. Trains	Psg. Trains	Frt. Trains
	Miles Per Hour			
GLENCLIFF—End of double track.....	40	35	70	50
ROCKLEDGE—North end of double track	35	20	35	20
“—South end of double track	35	30	35	30
TANTALLON—End of double track....	50	45	40	35
SHERWOOD—End of double track.....	70	50	40	35
STEVENSON—End of double track.....	55	50	35	30
BRIDGEPORT—End of double track....	25	25	25	25
DRAWBRIDGE—End of double track....	25	25	25	25
WAUHATCHIE—End of double track....	60	50	35	35
LOOKOUT—End of double track.....	45	40	20	20
	All Trains			
	MILES PER HOUR			
Turnout from main track to Northward Freight Main track at Pole 7-8.....	35			
WILDWOOD—Crossover and turnout to yard .....	20			
WAUHATCHIE— Through AGS side of Junction Turnout.	35			
LOOKOUT—Turnout to yard.....	20			
CRAVENS—Turnouts in main track.....	20			

**5. MAXIMUM SPEEDS—UNLESS OTHERWISE RESTRICTED**  
**ENGINES**

Class	Max. Speed
E-6, E-6M, E-7, E-7M, E-8.....	70 MPH
F-71A, FP-7A, FP-71B.....	70 MPH
FA-2, FB-2, F-7A, F-9A, F-7B, F-9B, GP-7, GP-7N, GP-9, GP-30, RS-3, S-86, S-87, U-25B.....	65 MPH
S-2, S-70, S-80, S-85, S-90.....	60 MPH
S-3 .....	55 MPH
S-30 .....	45 MPH
S-1 .....	40 MPH
S-4 .....	35 MPH
Southern Railway .....	70 MPH

Engines not equipped with pilot at leading end of leading unit must not exceed 30 miles per hour.

**CITY ORDINANCES GOVERNING SPEED OF TRAINS WITHIN**  
**CORPORATE LIMITS**

1. Smyrna .....35 miles per hour.
2. Wartrace .....25 miles per hour.
3. Decherd .....30 miles per hour.
4. Stevenson .....25 miles per hour.
5. Chattanooga.....8 miles per hour over  
Main Street, Thirteenth Street, Broad Street, Market Street,  
King Street, Cowart Street and Rossville Avenue. When the  
front of a train has cleared the crossings named, the speed  
may be increased to not exceed 20 miles per hour.

**EMERGENCY TELEPHONES**

Are located at following pole numbers and at ends of sidings except south ends of sidings at Bridgeport.

10-23	34-21	59-10	79-4	92-2	104-30
12-12	36-15	63-22	81-0	92-30	108-22
13-23	38-13	65-12	82-32	93-10	110-9
17-30	39-10	66-15	84-2	95-0	118-21
22-2	40-4	71-10	87-23	98-9	124-37
23-17	43-15	72-22	88-11	99-32	132-7
25-18	43-9	73-32	89-19	101-29	139-19
27-24	52-2	75-2	89-22	102-32	148-20
31-22	57-33	77-15	91-24	104-6	

**HANDLING TRAINS BETWEEN COWAN AND SHERWOOD**

1. Helper engines must not attach to trains that are in motion.
2. Before leaving foot of grade, enginemen of road engine and helper engine must know that sander equipment is in proper working condition.
3. When trains are to be pushed, air must be coupled between train and helper engine.
4. When freight trains are handling at or near the rear of their train, engines of light construction in tow, cars not having steel underframe, defective equipment, or any other light equipment, which conductor or inspector does not consider safe to be pushed, such trains must be doubleheaded by helper engines. Before reaching point where helper engines are to be attached, conductors of trains handling such equipment must notify the train dispatcher and obtain instructions as to whether to set it out or handle as outlined.
5. Unless otherwise instructed, southward passenger trains to be helped from Cowan, and using main track, will stop just north of Home Signal 58 LA for helper engine to be attached.
6. Enginemen of southward passenger trains must observe the following when necessary to stop at Rockledge:
  - (a) Gradually reduce throttle, according to speed, to "idle" position, and maintain that position until stop is made.
  - (b) When engine, or engines, are just south of tunnel, engine-man controlling train brakes must make a 10 pound brake pipe reduction and independent brake valve must be left in running position until stop is made. If necessary, additional reduction or reductions of 4 or 5 pounds each must be made and, if necessary, brakes must be graduated off in the usual manner. Stop must be made with minimum brake pipe reduction.

If more than one engine, enginemen not controlling train brakes must maintain brake cylinder pressure of 15 to 20 pounds on their engine, by use of independent brake valve, from south end of tunnel until stop is made.

(c) While standing at Rockledge, train and engine brakes must be held applied, and brake pipe pressure of 70 pounds or more maintained, making successive graduated release movements with automatic brake valve from lap to running to lap positions, if necessary.

(d) If leading engine is detached, engineman of that engine must complete a 20 pound brake pipe reduction 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 below 70 pounds. In this event, engineman must place automatic brake valve in lap position, open double heading cock, and make successive graduated release movements from lap to running positions to restore brake pipe pressure to 90 pounds.

7. Southward freight trains to be helped will stop with front of train near Home Signal 58LA, except when necessary to move beyond that point to clear north switches of sidings.

8. When a freight train is to be pushed and helper engine has been attached to rear, engineman of helper engine must sound signal,

**SPECIAL INSTRUCTIONS—Chattanooga Subdivision—Main Line—**  
(Continued)

Rule 14(b) and rear brakeman must then give signal, Rule 12(c). 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(c). Radio communications may be used in lieu of signals referred to.

9. At Cowan and Tantallon, freight trains with helper engine attached to rear, will let the helper engine shove the train about 400 feet before opening throttle, unless helper engine is unable to start train. In either event, the road engineer must open throttle very gradually to avoid accelerating faster than the helper engine is moving.

10. When helper engine is attached to rear of a southward freight train on main track near Home Signal 58 LA, or on a siding, 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 train is started, gradually reduce throttle as may be necessary 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.

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

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

13. On Cumberland Mountain, when a freight train with helper engine, or helper engines, attached to rear, stalls, and it is necessary for train to be backed to foot of grade, engineman of helper engine must assume control of the train brakes, and engineman of road engine and engineman of other helper engine or engines if more than one helper engine, must cut out automatic brake valve on that engine. Each time control of train brakes is changed from one engineman to another, brakes must be tested by being applied and released by engineman controlling the brakes, and train must not proceed until proper signals have been given that brakes are working properly. The reverse movement must be made at Restricted Speed on authority of the Train Controller or under flag protection.

14. Handling southward freight or mixed trains on Cumberland Mountain:

After entering tunnel, when sufficient portion of train has passed point about midway of tunnel to avoid overloading helper engine and before attaining speed of 15 miles per hour, engineman must gradually reduce throttle to idle position and if stop is to be made, maintain that position until stopped.

When a stop at Rockledge is to be made initial reduction of 10 pounds must be made regardless of train length and such succeeding reductions of 4 or 5 pounds each as may be necessary to complete the stop. Brakes on the engine must apply with the train brakes and be held applied until the stop is made. Should the brake cylinder pressure on the engine exceed 35 pounds, the independent brake valve must be used to

maintain a maximum pressure of 35 pounds. Train and engine brakes must not be released in any instance until stop is made. After stop is made, enginemen will hold independent brake on engine or engines in full application while standing at Rockledge.

When ready to proceed, brakes on the engine must be graduated off to stretch the slack gradually. If necessary to use power to start, the minimum throttle position necessary must be used.

Retaining valves in low pressure position will be used when engineman or conductor consider such use necessary. When retaining valves are used they must be restored to normal position between Tantallon and Sherwood.

In all instances, each application of air brakes must be made in ample time to prevent train exceeding a speed of 30 miles per hour.

**MISCELLANEOUS**

1. Unless otherwise instructed, northward passenger trains to be helped on Cumberland Mountain will couple helper at Tantallon.

2. A helper engine must not attach to rear of a northward freight train until front of train has reached a point just south of block signal at Tantallon applying to northward trains.

3. When a northward freight train with helper engine attached to rear is required to stop at Rockledge, engineman of leading engine will reduce throttle to No. 6 position, make a 6 to 8 pound brake pipe reduction with automatic brake valve, holding brakes released on engine, reducing throttle gradually as speed decreases. Immediately after stopping, the independent brake must be fully applied, after which the train brakes may be released. The independent brake must be held fully applied until ready to proceed. The engineman of the helper engine will fully apply independent brake on that engine immediately after stopping, and hold this brake fully applied until ready to proceed.

**TONNAGE RATINGS**

**FOR SINGLE UNIT DIESEL ENGINES:**

	Engine Class			
	FP-7	GP-7 F-7	GP-30	U-25B
Radnor to Wauhatchie (Through).....	1450	1595	1800	1835
Wauhatchie to Radnor (Through).....	1300	1430	1600	1645
Radnor to Tullahoma.....	1550	1705	1800	1960
Tullahoma to Cowan.....	2250	2475	2800	2845
Cowan to Sherwood.....	850	900	1000	1035
Sherwood to Shellmound.....	3050	3355	3600	3855
Shellmound to Wauhatchie.....	1450	1595	1800	1835
Wauhatchie to Whiteside.....	1300	1430	1725	1645
Whiteside to Bridgeport.....	2075	2280	2700	2620
Bridgeport to Sherwood.....	2675	2940	3400	3380
Sherwood to Cowan.....	690	730	900	840
Cowan to Antioch.....	1950	2145	2500	2465
Antioch to Radnor.....	2125	2335	2700	2685

A variation of 35 tons is permissible in loading trains handled by one or more engines.

**SPECIAL INSTRUCTIONS—Chattanooga Subdivision—Main Line—**  
(Continued)

**WATER STATIONS**

For Diesel Steam Generators, Locomotive Cranes, Wreckers, Etc.  
Murfreesboro: West of main track near Pole 31-20.

- (a) Wartrace: Just north of passenger depot west of southward siding.  
Tullahoma: South end of passenger depot east of main track.  
Decherd: Just south of passenger depot west of main track.  
Cowan: East of northward siding near Pole 86-24.
- (b) Stevenson: East of northward siding near Pole 112-26.
- (c) Bridgeport: Just south of depot between branch lead and house track.
- (e) Summit: Near Pole 138-4.
- (a) Hose will not reach main track.
- (b) Hose will not reach southward main track.
- (c) Not equipped with fittings for filling steam generator tanks.  
At stations where a drain valve is provided between hydrant and hose connection, the valve must be left in open position after using.

**SIDE TRACKS**

Station Number	Station	Location	Car Capacity
J 5	Glencliff .....	Mile 191.13	4
	Vultee Jet. ....	" 192.35	Yard & Industry tracks
J 10	Antioch .....	" 196.01	27
J 19	Air Base .....	" 205.41	Industry
J 25	Florence .....	" 211.94	Industry
J 41	Christiana .....	" 227.91	12
J 51	Bell Buckle .....	" 237.14	76
	Cortner .....	" 247.18	13
J 62	Normandy .....	" 248.75	43
J 77	Estill Springs .....	" 263.66	44
	TVA Spur .....	" 267.07	11
J 107	Bass .....	" 293.19	20
	Card .....	" 298.27	13
J 125	Long Island .....	" 311.91	29
J 134	Ladds .....	" 320.12	15
	Vulcan .....	" 321.04	18

**SPECIAL INSTRUCTIONS—**  
**W & A SUBDIVISION**

**REGISTER STATIONS**

- Wauhatchie Yard.** For trains originating or-terminating in freight yard. Trains terminating at Wauhatchie Yard will register by Form 230 which will be left in yard office with way-bills.
- East End.....** For Southward L. & N. Trains originating at Chattanooga Union Station. Such trains will use L. & N. Form 230 and conductors will show departure time from Chattanooga Union Station thereon.
- Tilford.....** Yard Office—For trains originating or terminating in freight yard.
- Atlanta.....** Union Station—Train Order Office—For trains originating or terminating at Union Station except Georgia Railroad trains.

**MISCELLANEOUS**

- 1. Trains, except first and second class, may be run without being created as a regular train, section, or extra train, and such trains may, when necessary, be designated by the number of their engine.
- 2. Clearance Form A, issued at Wauhatchie Yard to a second class train which is not a section, will be its authority to assume the schedule designated at Market Street.

- 3. Southward first class trains may assume schedule and leave Chattanooga Union Station without Clearance Form A, but must not pass East End Avenue without Clearance Form A.
- 4. Southward extra trains, originating Chattanooga Union Station, may proceed to East End Avenue without Train Orders and Clearance Form A but must obtain Clearance Form A at East End Avenue.
- 5. Trains originating at Wauhatchie Yard and K. & A. trains originating at Junta must not leave such station without Clearance Form A.
- 6. At Junta, all trains, except W. & A. first class trains, will leave L. & N. Form 230 showing required information except the identity of the train.
- 7. Southward K. & A. trains arriving at Junta displaying signals prescribed by Rules 20 or 21 are not required to remove such signals for the remainder of the run.
- 8. Northward K. & A. trains, without identity, may display signals prescribed by Rule 21 between Union Station, Atlanta, and Junta.
- 9. Junta is a train order office for K. & A. southward trains only. Fixed signal prescribed by Rule 221 is not used at that office.
- 10. No. 195 may assume schedule and leave Howell Tower without Clearance Form A.
- 11. No. 3 and No. 2 will stop to take on or deliver U. S. mail at stations where instructed to do so by Bulletin No. 723, dated November 29, 1939, and/or supplements thereto, issued by Superintendent.

**STOPS FOR PASSENGERS**

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
Nos. 2 and 3.....	Cass and Rocky Face.
No. 17.....	Cartersville to discharge revenue passengers from Cincinnati or points beyond; Marietta to discharge revenue passengers from Knoxville and points beyond.
No. 18.....	Marietta to take on revenue passengers for Knoxville and points beyond; Cartersville to take on revenue passengers for Cincinnati or points beyond.
No. 54.....	Marietta and Dalton to take on revenue passengers for Nashville and beyond; Cartersville to take on revenue passengers to points beyond Evansville, also to take on pullman passengers to Louisville and beyond.
No. 93.....	Dalton and Marietta to discharge revenue passengers from Nashville or points beyond; Cartersville to discharge revenue passengers from points beyond Evansville, also to discharge pullman passengers from Louisville and beyond.

**MAXIMUM ALLOWABLE SPEED (in miles per hour):**

Between	And	Passenger	Freight Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars
Central Ave....	Simpson St....	15	15	15
Simpson St....	Tilford (MP 4.65)....	30	30	30
Tilford .....	Pole 36-15 .....	45	40	30
Pole 36-15.....	South End East End. Ave. Interlocking .....	60	50	30

**EXCEPTIONS:**

- 1. Speed restrictions prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL".
- 2. When Jordan Spreader is handled in a train, it must be placed with the forward end toward engine.
- 3. Diesel Engines when the leading end of the leading unit is not equipped with a pilot, 30 miles per hour.

**SPECIAL INSTRUCTIONS—W & A Subdivision—Continued**

4. When a train is to handle equipment of the type restricted to speed less than the maximum speed at any location in the territory over which the train is to operate, it is the responsibility of the conductor to notify the engineman before leaving point from which such equipment is to be handled. If such equipment is set out before reaching end of run, engineman must be notified.

5. Movements on sidings must be made at Restricted Speed, but not exceeding 15 miles per hour.

6. Between Cravens Interlocking and East End Avenue Interlocking, movements must be made at speed that will permit stopping within one-half the range of vision, but not exceeding 20-miles per hour.

7. At East End Avenue, trains must not exceed 15 miles per hour within interlocking limits.

8. On Bridge 128.4 S, Tyner Extension, trains handling wrecking cranes of 150 ton capacity or larger must not exceed 10 miles per hour and must have at least 3 empty or lightly loaded cars between wrecker and engine, and other trains must not exceed 15 miles per hour.

9. At Dalton, trains must not exceed 18 miles per hour over Southern Railway Crossing at grade.

10. At Junta, trains must not exceed 20 miles per hour when using turnouts to or from K. & A. tracks within interlocking limits, except must not exceed 35 miles per hour through turnout from W. & A. main track to K. & A. main track.

11. Between Simpson Street and Central Ave., Atlanta, movements must be made at speed that will permit stopping within one-half the range of vision, but not exceeding 15 miles per hour, expecting to find cross-overs occupied and main track switches not set to normal position.

12. At Howell Tower, Atlanta, trains must not exceed 20 miles per hour on railroad crossings at grade.

13. Maximum authorized speed on West End Belt track between Tilford Yard and A.C.L. connector track is 20 miles per hour.

**MAXIMUM SPEEDS ON MARKED CURVES**

LOCATION		Psg. Trains	Frt. or Mixed Trains
Between	And	Miles Per Hour	
Pole 22-23	Pole 22-27.....	40	35
" 45-27	" 46-4.....	55	45
" 47-1	" 47-8.....	55	45
" 49-5	" 49-16.....	55	45
" 49-16	" 49-24.....	55	45
" 56-15	" 56-25.....	50	40
" 97-6	M.P. 98.0.....	55	45
" 98-31	M.P. 99.0.....	18	18
" 99-15	Pole 99-22.....	18	18
" 100-30	" 101-13.....	55	45
" 105-25	" 106-7.....	50	40
" 107-17	" 107-25.....	50	40
" 112-32	" 113-14.....	50	40
" 113-14	" 113-27.....	50	40
" 117-29	" 118-16.....	50	40
" 118-17	" 118-25.....	50	40
" 118-25	" 118-30.....	50	40
" 122-30	" 123-11.....	50	40
" 123-22	" 124-3.....	50	40
" 124-5	" 124-21.....	50	40
" 128-31	" 129-14.....	55	40
" 129-21	" 130-6.....	50	40

**CITY ORDINANCES GOVERNING SPEED OF TRAINS WITHIN CORPORATE LIMITS**

Chattanooga.....	8 miles per hour over Main Street, Thirteenth Street, Broad Street, Market Street and King Street. After the front of train has cleared the crossings named, the speed may be increased to not exceed 20 miles per hour.
Dalton.....	20 miles per hour except trains should move under control over street crossings at grade.
Calhoun.....	25 miles per hour.
Adairsville.....	25 miles per hour.
Kingston.....	20 miles per hour.
Cartersville.....	15 miles per hour.
Acworth.....	25 miles per hour.
Marietta.....	25 miles per hour.
Smyrna.....	30 miles per hour.
Atlanta.....	25 miles per hour.

**FREIGHT TONNAGE RATINGS**

		Through	
		Southward	Northward
Engine Class			Engine Class
F-7 .....	per unit	1850	F-7 .....
FP .....	per unit	1700	FP .....
GP-7 .....	per unit	1850	GP-7 .....
GP-30, GP-35 .....	per unit	2035	GP-30, GP-35 .....
U-25B .....	per unit	2125	U-25B .....

**GP-30 tonnage rating for fast freight.**

		Intermediate					
		Southward		Northward		Northward	
Engine Class		Wauhatchie Yard to Kingston	Kingston to Junta	Junta to Tilford	Tilford to Junta	Junta to Spur	Spur to Wauhatchie
F-7 .....	per unit	2350	2650	1850	1850	2275	3650
FP .....	per unit	2150	2450	1700	1700	2100	3350
GP-7 .....	per unit	2350	2650	1850	1850	2275	3650
GP-30,							
GP-35 .....	per unit	2585	2915	2200	2200	2500	4000
U-25B .....	per unit	2700	3050	2300	2300	2600	4200

A variation of 35 tons is permissible in loading trains handled by one or more engines.

When GP-30, GP-35 or U-25B units are used in consist with lower horse power units the tonnage rating of the lowest horse power unit will be used for all units in the consist.

**WATER STATIONS**

For Diesel Steam Generators, Locomotive Cranes, Wreckers, etc.  
 Kingston: East side of depot under freight room door. Hose will not reach main track.  
 Dalton: Just south of passenger depot west side of main track.

Southward		SHELBYVILLE BRANCH		Northward	
SECOND CLASS		TIME TABLE		SECOND CLASS	
	<b>221</b>	Distance from Louisville Via Nashville	No. 11		<b>220</b>
	Mixed		Takes effect Sunday, November 15, 1964, at 12:01 A.M., CST		Mixed
	Daily ex. Sunday		STATIONS		Daily ex. Sunday
	A. M.				A. M.
L 7.35	241.52		WARTRACE 8.15	E YARD	A10.30
A 8.05	249.67		SHELBYVILLE	YARD	L10.00
	A. M.				A. M.
	Daily ex. Sunday				Daily ex. Sunday
	<b>221</b>				<b>220</b>

Regular southward trains are superior to trains of the same class moving in the opposite direction.



**SPECIAL INSTRUCTIONS—  
CHATTANOOGA SUBDIVISION—BRANCH LINES**

Unless otherwise directed by train order, trains named below will not protect against following Extra trains between points shown:

- Nos. 221 and 220 between Wartrace and Shelbyville.
- Nos. 185 and 184 between Tullahoma and Sparta.
- Nos. 189 and 188 between Bridgeport and Pikeville.
- Nos. 149 and 148 between Decherd and Hobbs Island.
- Nos. 147 and 146 between Elora and Fayetteville.
- Nos. 133 and 132 between Cowan and Palmer.

Under these instructions, extra trains, including work extras, must not follow regular trains named between points specified, except under protection, until they are informed by train order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

**SPECIAL INSTRUCTIONS—SHELBYVILLE BRANCH**

**REGISTER STATIONS**

Wartrace.....Register Room.  
Shelbyville.....Agent's Office.

**MISCELLANEOUS**

1. No. 221 may assume schedule and leave Wartrace without Clearance Form A.
2. At Wartrace, flagman must immediately precede any car or train being moved on public crossings at grade at Tennessee Highway 64.
3. No. 220 may assume schedule and leave Shelbyville without Clearance Form A.
4. At Shelbyville, flagman must precede any car or train being moved on public crossings at grade at Deery, Jefferson, Britton, North Main, Spring, Atkinson Streets, U.S. Highway No. 41-A and North Carmon Boulevard.

**MAXIMUM ALLOWABLE SPEED OF TRAINS**

Trains must not exceed 20 miles per hour.

**Exceptions:**

1. Speed restrictions prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL".
2. Trains handling L. & N. 40020 or 40021, must not exceed 10 miles per hour, except must not exceed 5 miles per hour on bridge 0.5 and, in addition, must have 2 light cars between such wrecker and engine; between 2 such wreckers, and between such wrecker and other heavy equipment for movement on this bridge.
3. Trains handling ditchers or air dump cars, must not exceed 10 miles per hour.
4. Engines must not exceed 10 miles per hour on bridge 0.5.
5. At Shelbyville, engines must not exceed 10 miles per hour on side tracks and on Sylvan Cotton Mill Extension.
6. L. & N. 40020 or 40021 must not be handled on Sylvan Cotton Mill Extension at Shelbyville.

**STOPS FOR PASSENGERS:**

Station	Station Number	221	220
Coldwell	JA 59	F	F
Gray	JA 60	F	F

**SPECIAL INSTRUCTIONS—SPARTA BRANCH**

**REGISTER STATIONS**

Tullahoma.....South Waiting Room  
Sparta.....Train Order Office.

**MISCELLANEOUS**

1. No. 185 may assume schedule and leave Tullahoma without Clearance Form A.
2. On Saturdays and the seven recognized holidays, No. 184 may assume schedule and leave Sparta without Clearance Form A.
3. At Sparta, flagman must immediately precede any car or engine being moved on crossing at grade at Highway S-70.

**MAXIMUM ALLOWABLE SPEED OF TRAINS**

Trains must not exceed 30 miles per hour.

**Exceptions:**

1. Speed restrictions prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL".
2. Trains handling ditchers or air dump cars, must not exceed 20 miles per hour.
3. At Tullahoma, trains must not exceed 25 miles per hour on public crossings at grade at Brown, Hogan, Grundy, Lincoln, Lauderdale and Warren Streets.
4. At Tullahoma, the north leg of the wye is a part of main track of Sparta Branch. Movements on the wye at Tullahoma must be made at Restricted Speed.
5. Engines must not exceed 15 miles per hour on bridges 37.3, 47.3 and 60.8-S.
6. Trains handling L. & N. 40020 or 40021 must not exceed 25 miles per hour, except must not exceed 15 miles per hour on bridges 37.3 and 47.3 and, in addition, must have 2 light cars between engine and such wrecker; between 2 such wreckers, and between such wrecker and other heavy equipment for movement on these bridges.
7. Trains handling pile drivers or locomotive cranes on their own wheels must not exceed 15 miles per hour on bridges 37.3 and 47.3 and, in addition, must have 2 light cars between engine and such locomotive crane; between 2 such locomotive cranes, and between such locomotive crane and other heavy equipment, for movement on these bridges.

**SPECIAL INSTRUCTIONS—  
HUNTSVILLE AND FAYETTEVILLE BRANCHES**

**REGISTER STATIONS**

Decherd.....Train Order Office.  
Elora.....In box on side of depot for Fayetteville Branch trains.  
Hobbs Island.....In box on side of depot.

**MISCELLANEOUS**

1. On Saturdays and the seven recognized holidays, No. 149 may assume schedule and leave Decherd without Clearance Form A.
2. No. 147 may assume schedule and leave Elora without Clearance Form A and No. 146 may assume schedule and leave Fayetteville without Clearance Form A.
3. No. 148 may assume schedule and leave Hobbs Island without Clearance Form A.
4. At Decherd, trains using tracks other than main track of main line must stop before fouling crossing at grade just south of passenger depot.
5. At Fayetteville, main track switches at both legs of wye may be left as used.
6. At Huntsville, trains must not exceed 10 miles per hour on crossings at grade at Oakwood Avenue, Abingdon Street, Orchard Street, Wheeler Street, Holmes Avenue, Clinton Avenue, Leeman's Ferry Road, Bob Wallace Avenue, Drake Avenue and Memorial Parkway, except after the front of train has cleared crossing, speed may be increased to maximum speed otherwise specified. In addition, flagman must immediately precede any car or train being moved on crossings at Holmes Avenue, Clinton Avenue and Memorial Parkway.
7. At Redstone Arsenal and Rocket, between main line and Yard, trains must stop before moving onto public crossings at grade and flagman must immediately precede such trains on these crossings.

**SIDE TRACKS**

Station Number	Station	Location	Car Capacity
JD 126	Normal	Mile 312.76	5
JD 134	Huntsville		
	Lbr. Co.	" 319.40	8
JD 136	Lily Flag	" 322.83	11
JD 136	Varina	" 323.62	10
	Moore-Handley	" 325.09	20
JD 142	Linde	" 328.68	13
JD 144	Norton	" 330.29	39

**SPECIAL INSTRUCTIONS—Huntsville & Fayetteville Branches—**  
(Continued)

**MAXIMUM ALLOWABLE SPEED OF TRAINS**

Trains must not exceed 30 miles per hour.

**Exceptions:**

1. Speed restrictions prescribed under "SPECIAL INSTRUCTIONS—GENERAL".
2. Trains handling ditchers or air dump cars, must not exceed 20 miles per hour.
3. Engines must not exceed 10 miles per hour on Bridges 2.4, 31.6 and 39.9, 20 miles per hour on Bridge 33.3 and 15 miles per hour on Bridge 38.1.
4. Trains must not exceed 15 miles per hour on Bridges 30.5 and 63.4.
5. Trains handling wreckers, locomotive cranes, pile drivers, or similar equipment, on their own wheels, must not exceed 25 miles per hour, except must not exceed 10 miles per hour on Bridges 2.4, 30.5, 33.3 and 38.1 and, in addition, must have 2 light cars between engine and such equipment; between each unit of such equipment or other heavy equipment for movement on these bridges. Wreckers L. & N. 40020 and 40021 must not be handled on Bridge 38.1.

Bridges 31.6, 33.3, 38.1 and 39.9 mentioned above are on Fayetteville Branch.

**CITY ORDINANCE GOVERNING SPEED OF TRAINS WITHIN CORPORATE LIMITS**

Decherd.....30 miles per hour.  
Huntsville.....30 miles per hour.

**SPECIAL INSTRUCTIONS—TRACY CITY BRANCH**

**REGISTER STATIONS**

Cowan.....In box on side of Freight Depot.  
Tracy City.....Agent's Office

**MISCELLANEOUS**

First main track switch south of depot at Tracy City may be left as used.

**MAXIMUM ALLOWABLE SPEED OF TRAINS**

Trains must not exceed 30 miles per hour.

**Exceptions:**

1. Speed restrictions prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL".
2. Trains handling ditchers or air dump cars, must not exceed 20 miles per hour.
3. Trains handling L. & N. 40020 or 40021, must not exceed 25 miles per hour.
4. At Cowan, trains using main track of main line must not exceed 30 miles per 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.
5. Trains must not exceed 20 miles per hour between a point opposite main line mile post 88 and mile post 9.
6. At Tracy City, trains must not exceed 20 miles per hour between depot and south end of house track.

**EMERGENCY TELEPHONE**

Pole 3-18.....In booth.

**AIR BRAKES**

Retaining valves on all loaded cars in northward freight or mixed trains must be turned to the middle position before trains leave Sewanee. Retaining valves must not be turned up until train brakes have released.

Retaining valves must be restored to normal position at foot of grade.

**SIDE TRACKS**

Station Number	Station	Location	Car Capacity
JE 97	St. Andrews .....	Mile 283.69	7
	Sand Switch .....	" 285.00	11
JE 103a	Clouse Hill .....	" 289.89	8
	Baggenstoss Spur .....	" 292.90	4
JE 118	Gruetli .....	" 304.21	4
JE 121	Henley .....	" 307.55	3
	Werner Spur .....	" 308.71	15
JE 123	Collins .....	" 309.76	48

**SPECIAL INSTRUCTIONS—SEQUATCHIE VALLEY BRANCH**

**REGISTER STATIONS**

Bridgeport .....Depot.  
Pikeville .....Depot.

**MISCELLANEOUS**

1. No. 189 may assume schedule and leave Bridgeport without Clearance Form A.
2. At Richard City, a flagman must immediately precede any car or train being moved onto public crossing at grade at Lee Highway.

**MAXIMUM ALLOWABLE SPEED OF TRAINS**

Trains must not exceed 30 miles per hour.  
**Exceptions:**

1. Speed restrictions prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL".
2. Trains handling ditchers or air dump cars, must not exceed 20 miles per hour.
3. Trains handling L. & N. 40020 or 40021, must not exceed 25 miles per hour, except must not exceed 15 miles per hour on bridges 6.6, 16.9, 39.9 and 40.1 and, in addition, must have 2 light cars between engine and such wrecker; between 2 such wreckers, and between such wrecker and other heavy equipment, for movement on these bridges.
4. Trains must not exceed 15 miles per hour on bridge 6.6 and curve just north thereof.
5. Engines must not exceed 15 miles per hour on bridges 16.9, 39.9 and 40.1.

**SIDE TRACKS**

Station Number	Station	Location	Car Capacity
JF 149	Reel Cove .....	Mile 335.43	39, Wye and Industry tracks
JF 151	Condra .....	" 337.44	6
JF 152	Cartwright .....	" 338.55	8
JF 154	Tepeco .....	" 340.89	Industry tracks
JF 156	Whiteo .....	" 342.11	Industry tracks
JF 162	Brush Creek .....	" 348.19	45

## LIST OF SURGEONS

## DISTRICT SURGEONS

Dr. A. J. Sutherland.....Nashville, Tenn.  
 Dr. J. D. Martin, Jr.....Atlanta, Ga.

## CONSULTING SURGEON

Dr. E. V. Caldwell.....Huntsville, Ala.

## ORTHOPEDIC SURGEON

Dr. A. Brant Lipscomb.....Nashville, Tenn.

## OCULISTS

Drs. Lyle, Driver and Rowe.....Nashville, Tenn.  
 Dr. C. H. Alper.....Chattanooga, Tenn.  
 Dr. W. T. Edwards.....Atlanta, Ga.

## RADIOLOGIST

Dr. C. C. McClure.....Nashville, Tenn.

## LOCAL SURGEONS

Dr. Chambliss R. Johnston.....Nashville, Tenn.  
 Dr. J. C. Pennington, Jr.....Nashville, Tenn.  
 Dr. Carl Adams.....Murfreesboro, Tenn.  
 Dr. M. L. Connell.....Wartrace, Tenn.  
 Dr. Jack Farrar.....Tulahoma, Tenn.  
 Dr. C. B. Roberts.....Sparta, Tenn.

Dr. J. Van Blaricum.....Winchester, Tenn.  
 Dr. A. L. Griffith.....Elora, Tenn.  
 Dr. Ben H. Marshall.....Fayetteville, Tenn.  
 Dr. W. M. McKissack (Associate).....Huntsville, Ala.  
 Dr. Robert C. Bibb.....Huntsville, Ala.  
 Dr. Charles D. Couser.....Cowan, Tenn.  
 Dr. H. T. Kirby-Smith.....Sewanee, Tenn.  
 Dr. J. B. Havron.....South Pittsburg, Tenn.  
 Dr. E. T. Newell, Sr.....Chattanooga, Tenn.  
 Dr. E. T. Newell, Jr.....Chattanooga, Tenn.  
 Dr. J. Marsh Frere (Associate).....Chattanooga, Tenn.  
 Dr. Rudolph M. Landry (Associate).....Chattanooga, Tenn.  
 Dr. Robert E. Mabe (Associate).....Chattanooga, Tenn.  
 Dr. Nat H. Swann (Associate).....Chattanooga, Tenn.  
 Dr. C. W. Stephenson.....Ringgold, Ga.  
 Dr. Trammel Starr.....Dalton, Ga.  
 Dr. W. D. Hall.....Calhoun, Ga.  
 Dr. R. M. Harbin, Jr.....Rome, Ga.  
 Dr. W. B. Dillard, Jr.....Cartersville, Ga.  
 Dr. W. H. Perkinson.....Marietta, Ga.  
 Dr. W. P. Leonard.....Atlanta, Ga.  
 Dr. L. H. McDonald.....Atlanta, Ga.  
 Dr. Garland D. Perdue.....Atlanta, Ga.  
 Dr. H. Harlan Stone.....Atlanta, Ga.

**V. W. AYERS,**  
 Trainmaster,  
 Atlanta, Ga.

**G. H. MOORE, JR.,**  
 Trainmaster,  
 Chattanooga, Tenn.

**H. P. HAMBLIN,**  
 Terminal Trainmaster,  
 Atlanta, Ga.

**G. J. BLACK,**  
 Ass't Terminal Trainmaster,  
 Atlanta, Ga.

**D. B. SHARP,**  
 Ass't Trainmaster,  
 Atlanta, Ga.

**W. M. LOONEY,**  
 Ass't Trainmaster,  
 Nashville, Tenn.

**M. Y. DAVENPORT,**  
 Ass't Trainmaster,  
 Chattanooga, Tenn.

**B. H. LIVINGSTON,**  
 Ass't Terminal Trainmaster,  
 Atlanta, Ga.

**J. J. KINNARD,**  
 Ass't Trainmaster-  
 Traveling Engineer,  
 Chattanooga, Tenn.

**N. R. McDOWELL,**  
 Chief Dispatcher,  
 Atlanta, Ga.

## SPECIAL INSTRUCTIONS—NASHVILLE TERMINALS

Chattanooga Division employes, while performing service within Nashville Terminals operating limits, except within CTC limits, are governed by Nashville Terminals Special Instructions and, in addition, will observe Rules of the Transportation Department not inconsistent with such Special Instructions.

### STANDARD CLOCKS

Union Station.....Train Order Office.  
Radnor.....Engine Men's Washroom.  
Radnor.....RA Train Order Office.

### REGISTER STATION

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

### BULLETIN BOARDS

Nashville.....Union Station—Train Order Office.  
Radnor.....Engine Men's Washroom.  
Radnor.....RA Train Order Office.

### INTERLOCKING STATIONS

South End Tower                      North Radnor

### INTERLOCKING AND BLOCK SIGNALS

Aspect	Indication	Name
Red or semaphore arm in horizontal position	.....Stop.	Stop.
Yellow or semaphore arm in diagonal position	.....Proceed at Restricted Speed.	Restricting.
Green or semaphore arm in vertical position	.....Proceed.	Clear.

NOTE.—Interlocking signal on Oak Street City Bridge applying to southward movements governs as follows:

1. Top unit for movement to Birmingham Division southward main track.
2. Middle unit for movement to Chattanooga Division southward main track.
3. Bottom unit for movement via any other route.

### CONTROLLED MANUAL BLOCK

Between South End Interlocking and signal bridge at Lebanon Junction, and on northward main track, between this signal bridge and north end of A-2 Interlocking, except within Oak Street Interlocking.

### DEFINITIONS

1. HOME SIGNAL: A fixed signal designated by the letter "A" attached to the signal mast at the entrance of a route or block governing trains and engines entering and using that route or block.
2. INTERLOCKING SIGNALS: The fixed signals of an interlocking designated by two units, one over the other, displaying colored aspects, and the absence of the letter "A" and number plate attached to the signal.
3. RESTRICTED SPEED: A speed that will permit stopping short of another train or obstruction, but not exceeding 15 miles per hour.

### BLOCK SIGNAL AND INTERLOCKING INSTRUCTIONS

1. Between signal bridge at Lebanon Junction and Nashville Union Station on southward main track, between A-2 Interlocking Signal, located approximately 2970 feet south of this signal bridge, and Nashville Union Station on northward main track and between south end of North Radnor Interlocking, on Southward Freight Main track, and Radnor, trains and engines must be governed by the indication of Interlocking Signals and Home Signals.
2. A train or engine passing from interlocking limits into a block must, where a block signal is not in use, be governed by the indication of the last interlocking signal passed until the next signal applying is reached.
3. An Interlocking Signal, or a Home Signal not within CTC limits, indicating "Stop" must not be passed by any part of train or engine

until engineman, conductor or foreman is fully informed as to the situation. Movement may then be made at Restricted Speed on hand signal given by operator-leverman with yellow flag by day or yellow light by night, or permission from operator-leverman.

Within CTC limits a Home Signal indicating "Stop" must not be passed by any part of train except when movement is protected in both directions by flagmen.

A train or engine passing an Interlocking Signal or a Home Signal indicating "Stop" must expect to find one or more of the following conditions:

- (a) Train or other obstruction in the block, or interlocking limits.
- (b) A main track switch not set to normal position.
- (c) Opposite switch of crossover not set to normal position.
- (d) A car or engine on a siding or side track within fouling distance of a main track.
- (e) A broken rail.
- (f) Failure of the signal.

4. When, as provided for in the foregoing instructions, trains or engines are moving on signal indication or permission of operator-leverman, such indication or permission supersedes time-table superiority but does not dispense with the use or the observance of other signals whenever and wherever they may be required.

5. When a movement through a crossover from one main track to another main track is to be made in Controlled Manual Block territory, both switches of the crossover must be open before the train or engine starts to make the crossover movement and the movement from main track to main track must be completed before either switch is restored to normal position.

6. Between South End Tower and Lebanon Junction, before making a movement from one main track to another main track or from a side track to a main track by use of handthrow switches, conductor or foreman must, if means of communication have not failed, communicate with and have a thorough understanding with operator-leverman, South End Tower, as to the movements to be made and obtain permission from the operator-leverman to make such movements. If means of communication fail, such movements may be made only when protected by flag in both directions.

7. When a movement has cleared a main track by use of handthrow switch, or switches, between South End Tower and Lebanon Junction, conductor or foreman must promptly so report to operator-leverman, South End Tower.

8. A controlled power operated switch is in service at junction of Chattanooga Division northward main track and A-2 track south of Lebanon Junction. Permission to hand operate this switch must be obtained from operator-leverman at South End Tower.

Controlled power operated switches are in service in North Radnor Interlocking. Permission to hand operate such switches must be obtained from operator-leverman at RA Train Order Office.

9. Southward Chattanooga Division trains departing Radnor enroute Southward Freight Main track will be governed by the indication of the bottom unit of three unit North Radnor Interlocking Signal, located near Nolensville Road overhead bridge. An "Approach" or "Restricting" indication displayed by this interlocking signal will be authority for a southward train leaving interlocking limits on Southward Freight Main track to proceed to the first CTC signal applying. Should this interlocking signal be passed while indicating "Stop", as provided for in Special Instruction 3 under this caption, train will proceed at Restricted Speed, preceded by a flagman, from the south end of interlocking limits on Southward Freight Main track to the first CTC signal applying.

10. For northward movement on Southward Freight Main track, an "Approach" indication displayed by the last CTC signal applying will be authority for a train leaving CTC limits to proceed to the first interlocking signal applying. Should this CTC Signal be passed while indicating "Stop", as provided for in CTC rules, train will proceed, at Restricted Speed, preceded by a flagman, to the first interlocking signal applying.

11. Between Union Station and Lebanon Junction, telephones connected with South End Tower are located in boxes or booths convenient to all handthrow main track switches and crossovers between main tracks.

Within CTC limits, telephones are located near all Home Signals and electrically locked switches.

**SPECIAL INSTRUCTIONS—NASHVILLE TERMINALS—Continued  
INSTRUCTIONS FOR OPERATION OF NASHVILLE TERMINALS  
YARD ENGINES WITHIN CHATTANOOGA DIVISION CTC LIMITS.**

1. Limits of CTC territory are designated by signs reading "CTC BEGINS" and "CTC ENDS" located respectively at the entrance to or the passage from such limits.
2. To use a main track to do work, foreman must obtain permission, including working limits and time limit from train controller and advise engineman of permission and limits obtained.
3. Yard engines must not enter working limits except on "Clear" or "Restricting" signal indication or "Unlocked" indication displayed by indicator on an electric lock, but while within working limits and time limit, track may be used in each direction without flag protection.
4. While within working limits, main track must be occupied continuously or a main track switch left open.
5. A yard engine failing to clear main track before a time limit expires, must be protected in both directions by flagmen.
6. Report must be made to train controller when clear of working limits and all switches are locked in normal position.
7. When unable to communicate with train controller and it be necessary to use a main track to do work, movement must be protected in both directions by flagmen and switches used as prescribed by paragraph 8(f).
8. To use a switch equipped with an electric lock:
  - (a) Obtain permission of train controller.
  - (b) Unlock and open door of electric lock box.
  - (c) If indicator in box shows the word "Unlocked", move crank to left until it is against stop block and open switch.
  - (d) If indicator shows the word "Locked", foreman must communicate with train controller and be governed by his instructions.
  - (e) If unable to communicate with train controller and train is to enter main track, foreman must arrange for protection of engine in both directions and wait three minutes after electric lock has been released as prescribed by paragraph (f) before main track may be fouled or switch opened. Movement may then be made when preceded by a flagman.
  - (f) To release electric lock, foreman must break seal and while pushing button, move crank to left until it is against stop block.

- (g) When through with use of switch, lock switch to normal position, move crank to right until it is against stop block, close and lock door of electric lock box and so advise train controller.
- (h) A broken seal must be promptly reported to train controller.

**SPEED RESTRICTIONS**

	MAXIMUM AUTHORIZED SPEEDS	
	Passenger Trains	All Other Trains and Engines
	Miles per hour	
Between Lebanon Junction and South End Tower.....	20	15
Between South End Tower and Union Station .....	10	10
On Southward Freight Main.....	15	15
On Northward Freight Main.....	40	40
Through crossovers and turnouts.....	15	10

**MISCELLANEOUS**

1. Terminals operating limits on double track extend to yard limit sign located approximately 100 feet north of Foster Avenue overpass, to yard limit sign on Southward Freight Main track and to yard limit sign on Northward Freight Main track.
  2. Trains, except first and second class may run between Nashville and/or Radnor 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.
  3. Conductors of northward Chattanooga Division freight trains will leave report of loads, empties and tonnage handled by their trains, with the waybills, at Main Office, Radnor.
- |                     |                                      |
|---------------------|--------------------------------------|
| D. M. WEAR.....     | Superintendent                       |
| I. L. BELL.....     | Assistant Superintendent             |
| W. E. WEBB.....     | Assistant Trainmaster                |
| G. D. McCALL.....   | Assistant Trainmaster                |
| J. M. ROBINSON..... | Assistant Trainmaster                |
| W. T. STILL.....    | Assistant Trainmaster                |
| E. R. HARVEY.....   | Ass't Trainmaster-Traveling Engineer |

