

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



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**ATLANTA DIVISION**

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**TIME-TABLE**

**No. 237**

**TAKING EFFECT**

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

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**CENTRAL STANDARD TIME**

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

**THE RIGHT IS RESERVED TO VARY THEREFROM  
AS CIRCUMSTANCES MAY REQUIRE**

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**W. J. McWHORTER**..... General Manager  
**F. WHITTEMORE**..... Superintendent Transportation  
**W. A. SWINDELL**..... Superintendent  
**L. C. YORK**..... Trainmaster  
**R. M. WILLIAMS**..... Terminal Trainmaster  
**R. D. COX**..... Chief Dispatcher  
**S. P. STRICKLAND**..... Assistant Chief Dispatcher

# **SAFETY FIRST**

**S**afety means the conservation of human life.

**A**lways be on the alert to avoid accidents.

**F**oggy and stormy weather require special attention to the speed of your train.

**E**xercise precaution and regularity in your work.

**T**ake no chances.

**Y**ou should always look before stepping on a track.

**F**urnish your train proper protection at all times.

**I**njuries often result by depending upon others to protect you.

**R**evise from time to time your books of rules.

**S**tudy your time-table carefully.

**T**hink 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.

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

### DOUBLE TRACK

Between Chattanooga and East End Avenue.  
Between Bolton and Atlanta.

### STANDARD CLOCKS

Cravens.....	Yard Office.
Cravens.....	Lewis Street Tower.
Chattanooga.....	Union Station—Train Order Office.
Knoxville.....	L. & N. Dispatchers' Office.
West Knoxville.....	L. & N. Train Order Office.
Etowah.....	L. & N. Train Order Office.
Etowah.....	L. & N. Roundhouse.
Blue Ridge.....	L. & N. Train Order Office.
North Yard.....	L. & N. Yard Office.
Dalton.....	Train Order Office.
Kingston.....	Train Order Office.
Marietta.....	Train Order Office.
Hills Park.....	Chief Dispatcher's Office.
Hills Park.....	Enginemen's Washhouse.
Atlanta.....	Union Station—Train Order Office.
Atlanta.....	Atlanta Joint Terminals Hulsey Yard Office.
Atlanta.....	Atlanta Joint Terminals Hulsey Roundhouse.

### REGISTERING STATIONS

Cravens.....	Lewis Street Tower—For trains originating or terminating in freight yard.
Chattanooga.....	Union Station Train Order Office—For trains originating or terminating at Union Station.

East End Avenue..... For first class trains.

South bound trains may leave East End Avenue without ascertaining whether all trains of the same class due, which are not superior, have arrived or left, except must ascertain that sections of the same schedule of lower number have left.

First class trains will leave at East End Avenue Form 193 properly filled in. Operator at that station will OS train to train dispatcher and then telephone information shown in form to operator at Cravens. Operator at Cravens will enter such information in train register and then OS train to train dispatcher.

Junta..... For N. O. & St. L. trains and such trains may leave Form 193. South bound trains will not be required to consult this train register. North bound N. O. & St. L. trains must not leave Junta until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

North bound N. O. & St. L. trains arriving at Junta with no identity will leave Form 193 showing required information except the identity of the train. Operators will complete Form 193 left by such trains 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.

Trains will not be required to register or consult a train register at Marietta.

Hills Park..... Yard Office—For trains originating or terminating in freight yard.

South bound trains may leave Bellwood Tower without ascertaining whether other south bound trains due, have left.

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

North bound L. & N. trains originating in Atlanta Joint Terminals Hulsey Yard must ascertain from Train Controller (Phone Belmont 2336) before leaving that yard or at Union Station, Atlanta, whether all passenger trains due to leave Union Station have left and, if not, must not precede them unless they have sufficient time to reach Bellwood Tower and/or CTC Tower ahead of such passenger trains without causing them delay.

\*CTC rules apply within CTC limits.

### BULLETIN BOARDS

Cravens.....	Enginemen's Washhouse.
Cravens.....	Yard Office.
Chattanooga.....	Union Station—Train Order Office.
Dalton.....	Agent's Office.
Knoxville.....	L. & N. Stationmaster's Office.
West Knoxville.....	L. & N. General Yardmaster's Office.
Etowah.....	L. & N. Roundhouse.
Etowah.....	L. & N. Passenger Station.
Murphy.....	L. & N. Agent's Office.
Blue Ridge.....	L. & N. Train Order Office.
North Yard.....	L. & N. Yard Office.
Cartersville.....	Agent's Office.
Marietta.....	L. & N. Old Shop.
Marietta.....	Agent's Office.
Hills Park.....	Yard Office.
Hills Park.....	Enginemen's Washhouse.
Hills Park.....	Yardmasters' Office.
Atlanta.....	Union Station—Train Order Office.
Atlanta.....	Atlanta Joint Terminals Hulsey Yard Office.
Atlanta.....	Atlanta Joint Terminals Hulsey Roundhouse.

### 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. Schedule time at East End Avenue applies at end of double track. Train orders to be executed at this station apply at end of double track.

3. Schedule time at Bolton applies at end of double track. Train orders to be executed at this station, unless they otherwise direct, apply at end of double track.

4. 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.

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

Color	Indication
	<b>General Use</b>
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.
	<b>Train Order Signals</b>
Red	Stop. Train orders.
Green	Proceed. No train orders.
	<b>Block Signals</b>
Red	Stop.
Yellow	Caution.
Green	Proceed.
	<b>Interlocking Signals</b>
Red	Stop.
Yellow	Proceed with Caution.
Green	Proceed.
	<b>Pilot Indicators</b>
Yellow	As prescribed by special instructions, page 6.
Red	
	<b>Main Track Switches</b>
Red	Not set to normal position.
Green	Set to normal position.
	<b>Inside Track Switches</b>
Yellow	Not set to normal position.
Green	Set to normal position.
	<b>Derails</b>
Yellow	Set to derail.
Green	Not set to derail.
	<b>Station Signal—Flag Stop</b>
Green & Yellow	Rule 28 has been so changed.

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

7. 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.

8. 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.

9. 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.

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.

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

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

Signal must be repeated if necessary.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. When cars are pulled by a yard 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.

17. When south bound trains having train order to display signals for a following section or to denote an extra lose identity at Junta or south thereof, it will not be necessary for such signals to be removed for remainder of a run unless otherwise directed by train order.

18. South bound extras will not be given running orders to any point south of Junta.

19. Should the crew of a north bound train without identity anticipate they will receive train order at Junta to run extra from that station, they may display signals prescribed by Rule 21 from Hills Park or Atlanta.

20. North bound N. C. & St. L. trains must not leave Junta without Clearance Card, Form A.

21. South bound trains originating at Junta, except those created as first class trains, may leave this station without the Clearance Card, Form A, provided for by Rule 83, but must obtain Clearance Card, Form A, when required by Rule 221.

22. North bound trains originating at Hills Park, Atlanta Union Station or Atlanta Joint Terminals Hulsey Yard must not leave such station without Clearance Card, Form A.

23. Crews of Nos. 81, 83 and 111 may assume schedule and leave Bellwood Tower without Clearance Card, Form A.

24. Between Junta and Atlanta, trains, except first class and No. 22 and No. 23, may be run without being created as a regular train, section or extra train, and such trains may, when necessary, be designated by their engine number.

\*25. 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, engineman 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.

\*26. A train may run ahead of another train of the same class from schedule passing point without train order authority to do so, but if thereafter overtaken by such train it must be permitted to pass promptly.

\*27. 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.

\*28. Extras may pass and run ahead of third class trains.

29. 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.

30. 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.

31. 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.

32. 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 28 for the purpose:

Cravens.....Third class trains.  
 Chattanooga-Union Station.....First class trains.  
 Junta.....First class L. & N. trains.

33. When cars of a passenger train are being pulled, flagman must, when practicable, ride rear car through tunnel and between Bolton and Atlanta. When not practicable, due to class of equipment at rear of train, he must ride car immediately ahead of such equipment.

34. Train orders, except those creating sections of north bound third class schedules at Hills Park, and those creating sections of north bound first class schedules for N. C. & St. L. and L. & N. trains at Union Station, will not be required between CTC Tower and Atlanta.

\* CTC rules apply within CTC limits.

## SPECIAL INSTRUCTIONS (Continued)

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

36. 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.

37. 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.

38. East End Avenue is train order office for south bound trains only.

39. Clearance Card, Form A, issued at Cravens to a third class train which is not a section, will be its authority to assume the schedule designated at Market Street.

40. North bound N. O. & St. L. third class trains, except sections, may be created at Junta by Clearance Card, Form A.

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

\*42. 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.

43. 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.

44. 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.

45. 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.

46. 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.

### ADDITIONAL FLAG STOPS

Train Numbers.....		3	4
Rocky Face.....	Mile 103.60	A	A
Cass.....	" 52.07	A	A
Allatoona.....	" 39.77	A	A

1. No. 3 and No. 4 will stop to take on or deliver U. S. mail at stations where instructed to do so by Notice No. 723, dated November 29, 1939, and/or supplements thereto, issued by Superintendent.

2. Trains will stop when flagged at stations designated by A to take on revenue passengers and will stop at such stations to discharge revenue passengers.

\* CTC rules apply within CTC limits.

3. No. 17 and No. 33 will stop at station designated by B to discharge revenue passengers from Knoxville or points beyond.

4. No. 17 will stop at station designated by C to discharge revenue passengers from Cincinnati, Louisville or points beyond.

5. No. 93 will stop when flagged at station designated by E to take on revenue passengers for Atlanta or points beyond and will stop at station designated by E or H to discharge revenue passengers from Nashville or points beyond.

6. No. 93 will stop at station designated by E daily except Sundays for U. S. mail except this requirement will not apply to a section not handling R. P. O. car.

7. No. 32 and No. 18 will stop when flagged at station designated by B to take on revenue passengers for Knoxville or points beyond.

8. No. 18 will stop when flagged at station designated by C to take on revenue passengers for Louisville, Cincinnati or points beyond.

9. No. 92 will stop when flagged at station designated by E to take on revenue passengers for Nashville or points beyond and will stop when flagged at station designated by H to take on revenue passengers for St. Louis, Chicago or points beyond.

### YARD LIMITS

Chattanooga—Market St.—East End Ave.	Junta—Cartersville.
Dalton.	Marietta—Rosewood.
Kingston.	Hills Park—Atlanta.

\*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.

### SPEED REGULATIONS

#### MAXIMUM AUTHORIZED SPEED:

	MILES		AN HOUR			
	G, J and K Class Engs. between Cravens and Junta.	G, J and K Class and L. & N. Passenger Engs. between Junta and Atlanta.	H, L-1 and P-1 Class and L. & N. Freight Engs.	L-1-O and L-2 Class Engs.	L-2-A-C, L-2-B-C and L-2-C Class Engs. between Cravens and Junta.	L-2-A-C, L-2-B-C and L-2-C Class Engs. between Junta and Atlanta.
Passenger trains.....	50	45	35	40	45	45
Freight or mixed trains.	45	40	35	40	45	40
Engines with one or more side or main rods down or engines in backward motion.....	20	20	20	20	20	20
When handling wreckers, locomotive cranes, pile drivers or similar equipment.....	30	30	30	30	30	30

\* CTC rules apply within CTC limits.

**Exceptions :**

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 (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.

\*9. 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.

10. 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.

11. At East End Avenue, trains must not exceed fifteen (15) miles an hour within interlocking limits.

12. On bridge No. 128.4 S, Tyner Extension, trains handling N. O. & St. L. 90006 or 90007, or any other 150 ton wreckers, must not exceed ten (10) miles an hour and between wrecker and engine or a heavily loaded car there must be at least three (3) empty or lightly loaded cars.

13. At Kingston, trains must not exceed thirty (30) miles an hour passing coal chute.

14. At Junta, trains must not exceed twenty (20) miles an hour when using turn-outs to or from L. & N. tracks within interlocking limits.

15. Between Junta and Atlanta, trains handling high side hopper coal cars under load must not exceed thirty (30) miles an hour.

16. At Bolton, 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.

17. Between CTC Tower and Central Avenue, Atlanta, trains must move under such control that they can stop within the range of vision and, in addition, must approach cross-overs at south end of Hills Park yard and between Simpson Street and Central Avenue, Atlanta, under full control, expecting to find cross-overs occupied or switches set to cross-overs.

18. At Interlocking Tower No. 2, Atlanta, trains must not exceed twenty five (25) miles an hour on railroad crossings at grade.

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

1. Chattanooga.....Eight (8) miles an 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 twenty (20) miles an hour.
2. Dalton.....Twenty (20) miles an hour except trains should move under control over street crossings at grade.
3. Calhoun.....Twenty five (25) miles an hour.
4. Adairsville.....Twelve (12) miles an hour.
5. Kingston.....Twenty (20) miles an hour.
6. Cartersville.....Twenty (20) miles an hour.
7. Acworth.....Ten (10) miles an hour.
8. Kennesaw.....Ten (10) miles an hour.
9. Marietta.....Fifteen (15) miles an hour through business section.  
Thirty (30) miles an hour through residential section.
10. Smyrna.....Twenty five (25) miles an hour.
11. Atlanta.....Twenty (20) miles an hour except ten (10) miles an hour must not be exceeded over public crossings at grade.

**BLOCKS AND INTERLOCKING**

**Centralized Traffic Control System**

1. Signs referred to in Rule 701 are located on roadside just south of tower at Junta and just north of CTC Tower.

**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. A train or engine passing a block signal indicating Caution must be prepared to stop at 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. Except as otherwise provided for at Dalton, when any Interlocking Dwarf Signal, or bottom arm of any high Interlocking Home Signal,

\* CTC rules apply within CTC limits.

is indicating "Proceed with Caution," trains affected must proceed prepared to stop short of signal indicating Stop, train, obstruction, or switch not properly lined and to look out for broken rail.

2. Interlocking plant at Dalton is under the control of operators of the Southern Railway at that station.

For movement on N. C. & St. L. tracks affected, N. C. & St. L. Rules governing the use of Interlocking and N. C. & St. L. Rule 506 of Rules governing the use of Automatic Block System, effective November 1, 1925, apply except Dwarf Signal applying to south bound movements on N. C. & St. L. siding is located upon the left of and adjoining this siding.

Signals are of the Color-Light type and their indications are:

Red.....Stop  
Yellow.....Proceed with Caution  
Green.....Proceed

except Dwarf Signals that apply to movements to or from north end of N. C. & St. L. yard across Southern Railway main track, display only the first and second indications named above.

When a yellow light is displayed in the upper section of the two section Dwarf Signal applying to north bound movements from north end of N. C. & St. L. yard, trains affected may expect to find track clear to N. C. & St. L. Entrance Color-Light Automatic Block Signal 99.4.

When a yellow light is displayed in the lower section of this Dwarf Signal, trains affected may expect to find track clear to clearance point of N. C. & St. L. main track but after passing this clearance point must expect to find:

- (a) Main track occupied between Entrance Color-Light Automatic Block Signal 99.4 and Interlocking Home Signal 99.0.
- (b) One or more broken rails.
- (c) Failure of the system.

Home Signal 99.1 applies to south bound movements on N. C. & St. L. main track.

Home Signal 99.0 applies to north bound movements on N. C. & St. L. main track.

#### 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 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.

2. At Junta, a south bound train entering Centralized Traffic Control System must be governed by the indication of the last interlocking signal applying until the first CTO block signal applying is reached.

Should such interlocking signal be passed when indicating Stop, the train will proceed under protection of flag as provided for in CTO Rule 722.

Should such interlocking signal be passed while indicating Proceed with Caution, the train will be governed by CTO Rule 724.

3. At CTO Tower, a south bound train on south bound main track leaving Centralized Traffic Control System must be governed by the indication of the last CTO block signal applying until the first Automatic block signal applying is reached.

4. At Hills Park, a track twelve hundred and thirteen (1213) feet south of Intermediate Color-Light Automatic Block Signal 4.3 connects N. C. & St. L. south bound main track with Southern Railway yard track.

Normal position of switch at north end of connecting track is set to N. C. & St. L. south bound main track and normal position of switch at south end of connecting track is set to Southern Railway yard track.

Trains, in addition to approaching all cross-overs at south end of Hills Park yard under full control expecting to find cross-overs occupied or switches set to cross-overs, will run under full control while passing over these cross-overs and while running with the current of traffic or against the current of traffic on south bound main track between the cross-over between the main tracks at south end of Hills Park yard and north end of connecting track.

A movement against the current of traffic on south bound main

track within these limits must be protected in advance by a flagman preceding movement to Automatic Block Signal 4.3 at which point flagman will be able to afford protection against south bound movements on south bound main track and against movements to south bound main track from north bound main track or Hills Park yard.

Nothing in the foregoing instructions may be construed as relieving all concerned from protecting rear of train as required by the rules.

Before unlocking lock for movement from Southern Railway to N. C. & St. L. Railway, foreman or engineman will use telephone in box at switch, if it has not failed, and ascertain from operator at Tower No. 1 where trains using N. C. & St. L. main tracks which may be affected by contemplated movement are located and contemplated movement must not be made until or unless it will not cause delay to trains about which information was received by use of this telephone.

For a movement from N. C. & St. L. Railway to Southern Railway, the electric lock cannot be unlocked unless some part of connecting track is occupied.

To use electric lock attached to switch at south end of connecting track:

- (a) Unlock lock on door of lock box and open door.
- (b) If small semaphore arm in lock box is not in a horizontal position, move lever in that box to extreme left and switch may then be hand operated in the usual manner.  
This small semaphore arm will be in a horizontal position when south bound main track is occupied between Intermediate Color-Light Automatic Block Signals 5.1 and 3.9 and no part of connecting track occupied, or when cross-over switches of cross-over between main tracks at south end of Hills Park yard are not set to main tracks, and no attempt may be made to unlock the electric lock unless small semaphore arm is in a diagonal or vertical position.
- (c) When this switch has been cleared and set to Southern Railway yard track, move lever in lock box to extreme right and close and lock door of lock box.

#### PILOT INDICATORS

1. A pilot indicator is attached to a mast on east side of side track near switch tenders' shanty in south end of Hills Park yard to indicate whether switch, or switches, of cross-over between main tracks and/or switch, or switches, of cross-over between north bound main track and side 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 unless 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 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.



(d) A spring switch is in service in north end of Hills Park yard. Its normal position is set to No. 17 lead track.

For south bound movement to No. 18 lead 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 No. 17 lead track and displays the following indications for south bound movements:

A green light when switch is set to normal position.

A yellow 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 by trains affected and known to be in proper position for route to be used, before movement over switch may be made.

**EMERGENCY TELEPHONES**

Not within CTC limits: Chattanooga, at switch of track to Milne Chair Company; near all passing track switches; Tyner, at switch to Tyner Extension; near pole 111-17; Rocky Face, at switch to spur track; Dalton, at switch of track to Crown Cotton Mill; at switch of track to brick yard near pole 95-15; Calhoun, at switch of track to Oil Mill; Atco, at switch of track to Goodyear Mills.

Within CTC limits: Near all absolute block signals and electrically locked hand-throw switches.

**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.
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.

**ADDITIONAL SIDE TRACKS**

	Location	Car Capacity
Tyner.....	Mile 128.64	40
Rocky Face.....	" 103.60	13
Cass.....	" 52.07	32
Allatoona.....	" 39.77	22
Bellcraft.....	" 18.00	Yard

**WATER STATIONS**

Regular	Regular	Emergency
Cravens.	Kingston.	Dalton.
Chattanooga.	Hugo.	
Graysville.	Rosewood.	
Tilton.	Hills Park.	
Adairsville.	Atlanta.	

**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		

## BETWEEN CHATTANOOGA AND ATLANTA

SOUTH BOUND  
READ DOWN

## FIRST CLASS

## TIME-TABLE

No. 237

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

## STATIONS

11 Passenger	33 L. & N. Passenger	95 Passenger	83 A. C. L. Passenger	35 L. & N. Passenger	91 Passenger	77 L. & N. Passenger	93 Passenger	111 A. C. L. Passenger	17 L. & N. Passenger	3 Passenger	81 A. C. L. Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
P. M.		P. M.			P. M.		A. M.			A. M.		
8.03		3.15			2.35		5.25			3.05		LV..... CHATTANOOGA... EDT 0.30
8.09		3.23			2.43		5.33			3.12		MARKET ST..... 0.54
8.15		3.28			2.48		5.38			3.17		EAST END AVENUE... EDT 3.64
8.22 <sup>92</sup>		3.35 <sup>50</sup>			2.55		5.45			A3.26		BOYCE..... 5.98
8.29		3.42			3.02		5.52			A3.36		CHICKAMAUGA..... 5.74
8.36		3.49			3.09 <sup>50</sup>		F6.00			S3.46		GRAYSVILLE..... 5.76
8.45		3.59			3.19		6.10			A3.57		RINGGOLD..... 7.70
8.55		S4.10			S3.33		E6.21			S4.15		TUNNEL HILL..... 7.78
9.06		4.20			3.45		6.31			A4.28		DALTON..... 8.79
9.13		4.27			3.53		6.38			A4.38		TILTON..... 6.33
9.20		S4.35			S4.05		6.46			S4.50		RESACA..... 5.92
9.24		4.40			4.10		6.50			A4.55		CALHOUN..... 3.34
9.32		4.48			4.18		6.57			S5.04		McDANIELS..... 6.21
9.38 <sup>52</sup>		4.54			4.24		7.03			A5.11		ADAIRSVILLE..... 4.87
9.50		5.04			4.36		7.13			S5.20		HALLS..... 4.95
9.58		5.12 <sup>54</sup>			4.44		7.21			5.28		KINGSTON..... 5.25
	P. M.			P. M.					A. M.			CONOSENE..... 5.32
10.04 <sup>4</sup>	5.55	5.18		5.10	4.50 <sup>54</sup>		7.28		6.10	5.35		JUNTA..... 0.51
10.05	5.57	S5.20		5.11	S4.55		7.29		C6.11	S5.40		CARTERSVILLE..... 3.92
10.13	6.07	5.27		5.17	5.02		7.36		6.17	A5.49		EMERSON..... 3.99
10.19	6.14	5.33		5.23	5.08		7.42		6.23	5.55		HUGO..... 4.43
10.24	6.21 <sup>92</sup>	5.39		5.29	5.13		7.48		6.29	S6.03		ACWORTH..... 5.95
10.32	6.29	5.47		5.37	5.21		7.57		6.38	S6.14		KENNESAW..... 6.86
10.41	6.37	5.55		5.46	5.30	P. M.	8.07		6.48	6.24		ELIZABETH..... 1.35
10.43	B6.40	S5.58		5.48	S5.36	3.50	H8.10		B6.50	S6.30		MARIETTA..... 0.53
10.44	6.41	6.01 <sup>92</sup>		5.49	5.38	3.52	8.11 <sup>12</sup>		6.52	6.33		ROSEWOOD..... 4.93
10.50	6.47	6.08		5.55 <sup>92</sup>	5.45	4.00 <sup>54</sup>	8.17		6.59	A6.43		SMYRNA..... 3.85
10.55	6.52	6.14		6.00	5.50 <sup>92</sup>	4.05	8.22		7.04	A6.50		VININGS..... 4.26
11.01	6.57	6.19		6.06	5.55	4.10	8.27		7.10	A6.57		BOLTON..... EDT 1.18
11.03	6.59	6.21		6.08	5.57	4.12	8.29		7.12	6.59		C T C TOWER..... 0.74
			P. M.					A. M.			A. M.	HILLS PARK..... 2.84
11.18	7.25	6.45	6.27	6.30	6.25	4.30	8.45	7.23	7.30	7.30	7.30	BELLWOOD TOWER..... 1.80
			6.35					7.30				ATLANTA..... EDT
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
Daily 11	Daily 33	Daily 95	Daily 83	Daily 35	Daily 91	Daily 77	Daily 93	Daily 111	Daily 17	Daily 3	Daily 81	

FIRST CLASS

TIME-TABLE

No. 237

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

STATIONS

	78 L. & N. Passenger	80 A. C. L. Passenger	12 Passenger	36 L. & N. Passenger	32 L. & N. Passenger	90 Passenger	94 Passenger	92 Passenger	18 L. & N. Passenger	4 Passenger	82 A. C. L. Passenger	112 A. C. L. Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			A. M.			P. M.	P. M.	P. M.		A. M.		
Ar. CHATTANOOGA... EDT 0.30			10.55			12.50	2.15	8.55		12.55		
MARKET ST. .... 0.84			10.40			12.30	1.56 <sup>55</sup>	8.34		12.30		
EAST END AVENUE. EDT 3.64			10.36			12.24	1.50	8.29		12.24		
BOYCE 5.98			10.29 <sup>45</sup>			12.17	1.42	8.22 <sup>11</sup>		A12.17		
CHICKAMAUGA 5.74			10.22			12.10	1.35	8.14		A12.10		
GRAYSVILLE 5.70			10.15 <sup>20</sup>			12.03 <sup>PM</sup>	1.28	F8.05		S12.02 <sup>AM</sup>		
RINGGOLD 7.70			10.05			11.53	1.18	7.55		A11.50 <sup>53</sup>		
TUNNEL HILL 7.78			9.55			S11.42	S 1.07	S7.45		S11.35		
DALTON 8.79			9.45			11.28 <sup>45</sup>	12.54	7.35		A11.19		
TILTON 6.33			9.38			11.21	12.46	7.28		A11.11		
RESACA 5.92			9.31 <sup>21</sup>			S11.13	S12.38	7.21		S11.01 <sup>43</sup>		
CALHOON 3.34			9.27 <sup>57</sup>			11.05	12.32	7.17		A10.52		
McDANIELS 6.21			9.20			10.57	12.24 <sup>45</sup>	7.10		S10.43		
ADAIRSVILLE 4.87			9.14			10.51 <sup>21</sup>	12.18	7.04		A10.33		
HALLS 4.95			9.08			10.43	12.11 <sup>PM</sup>	H6.57 <sup>41</sup>		S10.25		
KINGSTON 5.25			8.57			10.32 <sup>57</sup>	11.56	6.46		10.13		
CONOSENE 5.32				A. M.	A. M.				P. M.			
JUNTA 0.51			8.51	9.50	10.00	10.26	11.50	6.40	8.20	10.04 <sup>11</sup>		
CARTERSVILLE 3.92			8.50	9.47	9.57	S10.24	S11.48	6.39	C8.18	S 9.58		
EMERSON 3.99			8.43 <sup>23</sup>	9.40	9.47	10.14	11.41 <sup>22</sup>	6.33	8.10 <sup>41</sup>	A 9.51		
HUGO 4.43			8.38	9.34	9.42	10.09	11.36	6.27	8.04	9.45		
ACWORTH 5.95			8.32	9.28 <sup>23</sup>	9.36 <sup>23</sup>	10.03	11.30 <sup>57</sup>	6.21 <sup>33</sup>	7.58	S 9.38		
KENNESAW 6.86			8.24	9.19	9.28	9.54 <sup>23</sup>	11.21	6.13	7.49	A 9.25		
ELIZABETH 1.35	A. M.		8.15	9.09	9.20	9.44	11.11	6.05	7.39	9.16 <sup>41</sup>		
MARIETTA 0.53	7.55		8.12	9.06	B9.17	S 9.41	S11.07	E6.02	B7.36	S 9.12		
ROSEWOOD 4.93	7.52		8.11 <sup>93</sup>	9.05	9.15	9.35	11.05	6.01 <sup>95</sup>	7.35	9.07		
SMYRNA 3.85	7.45		8.05	8.58	9.08	9.28	10.58	5.55 <sup>35</sup>	7.28	A 9.00		
VININGS 4.26	7.36		8.00	8.52	9.02	9.23 <sup>22</sup>	10.53 <sup>23</sup>	5.50 <sup>91</sup>	7.22	A 8.52		
BOLTON. EDT 1.18	7.29		7.55	8.45	8.55	9.15	10.45	5.45	7.15	A 8.45		
C T C TOWER 0.74	7.27		7.53	8.43	8.53	9.13	10.43	5.43	7.13	8.43		
HILLS PARK 2.84		A. M.									P. M.	P. M.
BELLWOOD TOWER 1.80		7.35									8.55	11.32
lv. ATLANTA. EDT	7.15	7.30	7.40	8.30	8.40	9.00	10.30	5.30	7.00	8.30	8.50	11.28
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily 78	Daily 80	Daily 12	Daily 36	Daily 32	Daily 90	Daily 94	Daily 92	Daily 18	Daily 4	Daily 82	Daily 112

BETWEEN CHATTANOOGA AND ATLANTA

SOUTH BOUND  
READ DOWN

Distances from Chattanooga	Station Numbers	THIRD CLASS									TIME-TABLE <b>No. 237</b> Taking effect Sunday, June 30, 1946, at 12:01 A. M.	
		53 Fast Freight	43 Freight	41 Freight	55 Fast Freight	45 Freight	57 Fast Freight	21 Local Freight	23 Local Freight	51 Fast Freight		
		Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily		
		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		A. M.		
	152											
0.30		10.30	8.30	4.00	1.45	10.00	7.15	6.40		1.15		Lv. CHATTANOOGA... EDT 0.30
1.14		10.35	8.35	4.05	1.56 <sup>94</sup>	10.10	7.20	6.45		1.20		MARKET ST. .... 0.54
4.78	w 156	10.45	8.43	4.14	2.02	10.17	7.28	6.55		1.27		EAST END AVENUE... EDT 3.64
10.76	w 162	10.55	8.55	4.35	2.10	10.29 <sup>12</sup>	7.38	7.05		1.37		BOYCE ..... 5.98
16.50	w 168	11.05	9.10	4.45	2.18	10.42 <sup>20</sup>	7.50	7.15		1.47		CHICKAMAUGA ..... 5.74
22.26	w 174	11.20 <sup>52</sup>	9.23	4.55	2.26	10.50	8.02	7.30		1.57		GRAYSVILLE ..... 5.76
29.96	w 182	11.50 <sup>4</sup>	9.50	5.05	2.37	11.01	8.12	7.45		2.09		RINGGOLD ..... 7.70
37.74	w 189	12.05 <sup>AM</sup>	10.05	5.20	2.48 <sup>50</sup>	11.15	8.25	8.20		2.21		TUNNEL HILL ..... 7.78
46.53	w 198	12.20	10.30 <sup>52</sup>	5.35	3.02	11.28 <sup>90</sup>	8.45 <sup>21</sup>	8.45 <sup>57</sup>		2.33		DALTON ..... 8.79
52.86	w 205	12.30	10.45	5.45	3.10	11.43	8.59 <sup>20</sup>	9.05		2.43		TILTON ..... 6.33
58.78	w 210	12.40	11.01 <sup>4</sup>	5.55 <sup>54</sup>	3.18	11.55	9.15	9.31 <sup>12</sup>		2.53		RESACA ..... 5.92
62.12	w 214	12.45	11.20	6.05	3.23	12.05 <sup>PM</sup>	9.27 <sup>12</sup>	10.05		2.59		CALHOUN ..... 3.34
68.33	w 220	12.55	11.30	6.25	3.32	12.24 <sup>94</sup>	9.45	10.30		3.09		McDANIELS ..... 6.21
73.20	w 225	1.05	11.45	6.45	3.39	12.40	10.00	10.51 <sup>90</sup>	A. M.	3.17		ADAIRSVILLE ..... 4.87
78.15	w 230	1.20	12.10 <sup>AM</sup>	6.57 <sup>92</sup>	3.52	1.05	10.18	11.00	7.50	3.35		HALLS ..... 4.95
83.40	w 235	1.35	12.20	7.30	4.02	1.30 <sup>50</sup>	10.32 <sup>90</sup>	A. M.	7.59	3.45		KINGSTON ..... 5.25
88.72	w 240	1.45	12.30	7.54	4.09	1.45	10.54		8.12	3.55		CONOSENE ..... 5.32
89.23	w 241								8.25			JUNTA ..... 0.51
93.15	w 246	2.00	12.40	8.10 <sup>18</sup>	4.18	2.15	11.10		8.43 <sup>12</sup>	4.05		CARTERSVILLE ..... 3.92
97.14	w 249	2.08	12.47	8.25	4.24	2.30	11.18 <sup>22</sup>		8.55	4.13		EMERSON ..... 3.99
101.57	w 254	2.15	12.53	8.40 <sup>52</sup>	4.30 <sup>54</sup>	2.40	11.30 <sup>94</sup>		9.28 <sup>36</sup> 9.36 <sup>32</sup>	4.21		HUGO ..... 4.43
107.52	w 260	2.30	1.08	8.55	4.45	2.58	11.48		9.54 <sup>90</sup>	4.33		ACWORTH ..... 5.95
114.38	w 267	2.45	1.20	9.16 <sup>4</sup>	4.55	3.15	12.01 <sup>PM</sup>		10.06	4.46		KENNESAW ..... 6.86
115.73	w 268	2.48	1.23	9.18	4.57	3.18	12.05		10.20	4.48		ELIZABETH ..... 1.35
116.26	w 269	2.49	1.25	9.19	4.59	3.20	12.07		10.25	4.50		MARIETTA ..... 0.53
121.19	w 274	2.57	1.32	9.29	5.09	3.35	12.15		10.40	5.00		ROSEWOOD ..... 4.93
125.04	w 277	3.03	1.38	9.37	5.16	3.50 <sup>54</sup>	12.22 <sup>50</sup>		10.53 <sup>94</sup>	5.08		SMYRNA ..... 3.85
129.30	w 282	3.10	1.44	9.43	5.24	4.00	12.30		11.05	5.16		VININGS ..... 4.26
130.48	w 283	3.15	1.49	9.48	5.30	4.05	12.35		11.10	5.20		BOLTON ..... EDT 1.18
131.22	w 284	3.30	2.00	10.05	6.00	4.20	12.45		11.30	5.45		C T C TOWER ..... 0.74
134.06												HILLS PARK ..... 2.84
135.86	w 289											BELLWOOD TOWER ..... 1.80
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.		Ar. ATLANTA ..... EDT
		Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily		
		53	43	41	55	45	57	21	23	51		

TIME-TABLE  No. 237  Taking effect Sunday, June 30, 1946, at 12:01 A. M.	THIRD CLASS					HOURS TRAIN ORDER OFFICES ARE OPEN	Distances from Atlanta	Car Capacity of Sidings
	22 Local Freight	20 Local Freight	50 Fast Freight	54 Fast Freight	52 Fast Freight			
	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily	Daily	Daily			
STATIONS	P. M.	P. M.	P. M.	A. M.				
Ar. CHATTANOOGA... EDT						Continuous	135.86	Yard
0.30 MARKET ST.	12.05	4.30	7.30	12.30		Continuous	135.56	Yard
0.84 EAST END AVENUE... EDT	11.45	3.55	7.17	12.03 AM		Continuous	134.72	
3.64 BOYCE	11.40	3.45	7.10	11.50			131.08	94
5.98								
CHICKAMAUGA	11.05	3.35 <sup>95</sup>	7.02	11.40			125.10	74
5.74 GRAYSVILLE	10.42 <sup>45</sup>	3.19	6.54	11.30			119.36	73
5.76								
RINGGOLD	10.15 <sup>12</sup>	3.09 <sup>91</sup>	6.46	11.20 <sup>53</sup>		✓ Continuous	113.60	68
7.70 TUNNEL HILL	9.55	2.58	6.35	11.00		✓ Continuous	105.90	90
7.78 DALTON	9.40	2.48 <sup>55</sup>	6.24	10.45			98.12	S <sup>96</sup> N <sup>54</sup>
8.79								
TILTON	9.15	2.32	6.12	10.30 <sup>43</sup>			89.33	77
6.33 RESACA	8.59 <sup>57</sup>	2.24	6.03	10.20			83.00	71
5.92 CALHOUN	8.45	2.16	5.55 <sup>41</sup>	10.10		✓ Continuous	77.08	67
3.34								
McDANIELS	8.15	2.11	5.50	10.05			73.74	68
6.21 ADAIRSVILLE	8.05	2.01	5.41	9.55		✓ 8:00 A. M. to 5:00 P. M. Except Sundays	67.53	76
4.87 HALLS	P. M.	7.50	1.54	9.38 <sup>11</sup>			62.66	86
4.95								
KINGSTON	12.55	7.40	1.45	5.22	9.20	Continuous	57.71	S <sup>129</sup> N <sup>70</sup>
5.25 CONOSENE	12.15	A. M.	1.30 <sup>45</sup>	5.12 <sup>95</sup>	9.11		52.46	78
5.32								
JUNTA	12.01 PM		1.22	4.50 <sup>91</sup>	9.03	Continuous	47.14	S <sup>95</sup> N <sup>49</sup>
0.51 CARTERSVILLE	11.55						46.63	Yard
3.92								
EMERSON	11.41 <sup>94</sup>		1.13	4.42	8.54		42.71	100
3.99 HUGO	11.18 <sup>57</sup>		1.07	4.36	8.47		38.72	93
4.43 ACWORTH	11.09		1.01	4.30 <sup>55</sup>	8.40 <sup>41</sup>		34.29	S <sup>61</sup> N <sup>79</sup>
5.95								
KENNESAW	10.29		12.52	4.21	8.30		28.34	S <sup>81</sup> N <sup>96</sup>
6.86 ELIZABETH	10.13		12.42	4.12	8.15		21.48	S <sup>79</sup> N <sup>91</sup>
1.35 MARIETTA	10.08		12.39	4.09	8.12		20.13	Yard
0.53 ROSEWOOD	10.03		12.38	4.08	8.10		19.60	75
4.93								
SMYRNA	9.47		12.30	4.00 <sup>77</sup>	8.00		14.67	S <sup>89</sup> N <sup>94</sup>
3.85 VININGS	9.23 <sup>90</sup>		12.22 <sup>57</sup>	3.50 <sup>45</sup>	7.50		10.82	71
4.26 BOLTON... EDT	9.10		12.08	3.37	7.40		6.56	60
1.18 C T C TOWER	9.02		12.03	3.32	7.32		5.38	Yard
0.74								
HILLS PARK	9.00		12.01	3.30	7.30	Continuous	4.64	Yard
2.84 BELLWOOD TOWER							1.80	Yard
1.80 Lv. ATLANTA... EDT						Continuous		Yard
	A. M.		P. M.	P. M.	P. M.			
	-Monday Wednesday Friday 22	Tuesday Thursday Saturday 20	Daily 50	Daily 54	Daily 52			

### NUMBERS OF ENGINES OF DIFFERENT CLASSES

G-8-A	280 to 286 inclusive. Non-Booster.
H-7-B	411, 412, 413, 414, 416 and 419. Non-Booster.
H-7-C	384 to 410 inclusive, 415, 417 and 418. Non-Booster.
H-8-C	420 to 424 inclusive. Non-Booster.
H-9	450 to 459 inclusive. Non-Booster.
J-1	551. Non-Booster.
J-1-C	550 and 552 to 562 inclusive. Non-Booster.
J-2	565 to 569 inclusive. Non-Booster.
J-3	570 to 589 inclusive. Non-Booster.
K-1	501, 502 and 503. Non-Booster.
K-1-A	504, 505, 506, 508, 509, 510 and 511. Non-Booster.
K-2	530 to 537 inclusive. Non-Booster.
L-1	602, 604, 607, 610, 611, 612, 618, 620, 621, 623, 624, 626, 627 and 628. Non-Booster.
L-1-C	600, 601, 603, 608, 609, 613, 614, 615, 616, 617, 619, 622 and 625. Non-Booster.
L-2	652 and 655. Non-Booster.
L-2-A-C	660 to 671 inclusive. Booster.
L-2-B-C	651, 654, 658 and 659. Booster.
L-2-C	650, 653, 656 and 657. Non-Booster.
P-1	950 to 954 inclusive. Non-Booster.

### SURGEONS

Dr. Duncan Eve, Jr., Chief Surgeon	Nashville, Tenn.
Dr. L. W. Edwards, Associate Chief Surgeon	Nashville, 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. J. M. Hogshead, Oculist	Chattanooga, Tenn.
Dr. C. W. Stephenson, Local Surgeon	Ringgold, Ga.
Dr. Trammel Starr, Local Surgeon	Dalton, Ga.
Dr. W. D. Hall, Local Surgeon	Calhoun, Ga.
Dr. R. M. Harbin, Jr., Local Surgeon	Rome, Ga.
Dr. C. L. Ellis, Local Surgeon	Kingston, Ga.
Dr. W. E. Wofford, Local Surgeon	Cartersville, Ga.
Dr. L. L. Welch, Local Surgeon	Marietta, Ga.
Dr. J. D. Martin, Jr., Division Surgeon	Atlanta, Ga.
Dr. William P. Leonard, Associate Division Surgeon	Atlanta, Ga.
Dr. F. P. Calhoun, Oculist	Atlanta, Ga.

### FREIGHT TONNAGE RATINGS

#### THROUGH—SOUTH BOUND

Engine Class		Engine Class	
G-8-A	1000	J-3	2100
H-7-B	1425	K-1	1000
H-7-C	1425	K-1-A	1250
H-9	1650	K-2	1500
J-1 and J-1-C	1900	L-1, L-2 and L-2-C	1950
J-2	2000	L-2-A-C and L-2-B-C	2200

#### INTERMEDIATE—SOUTH BOUND

Engine Class	Cravens to Kingston	Kingston to Junta	Junta to Hills Park
G-8-A	1200	1300	1000
H-7-B	1650	1825	1425
H-7-C	1650	1825	1425
H-9	1900	2100	1650
J-1 and J-1-C	2100	2400	1900
J-2	2300	2550	2000
J-3	2450	2700	2100
K-1	1200	1300	1000
K-1-A	1475	1625	1250
K-2	1675	1850	1500
L-1, L-2 and L-2-C	2250	2500	1950
L-2-A-C and L-2-B-C	2550	2800	2200

#### THROUGH—NORTH BOUND

Engine Class		Engine Class	
G-8-A	1000	J-3	2050
H-7-B	1400	K-1	1000
H-7-C	1400	K-1-A	1225
H-9	1625	K-2	1400
J-1 and J-1-C	1850	L-1, L-2 and L-2-C	1900
J-2	1900	L-2-A-C and L-2-B-C	2150

#### INTERMEDIATE—NORTH BOUND

Engine Class	Hills Park to Junta	Junta to Kingston	Kingston to Cravens
G-8-A	1000	1300	1200
H-7-B	1400	1825	1650
H-7-C	1400	1825	1650
H-9	1625	2100	1900
J-1 and J-1-C	1850	2400	2100
J-2	1900	2550	2300
J-3	2050	2700	2450
K-1	1000	1300	1200
K-1-A	1225	1625	1475
K-2	1400	1850	1675
L-1, L-2 and L-2-C	1900	2500	2250
L-2-A-C and L-2-B-C	2150	2800	2550

When computing tonnage for through ratings, add five (5) tons for each car over fifty (50) cars and four (4) tons for each iced refrigerator car.