# The Nashville, Chattanooga & St. Louis Railway

SAFETY THE DIXIE LINE FIRST

SAFETY THE DIXIE LINE FIRST

## ATLANTA DIVISION

# TIME TABLE No. 234

TAKES EFFECT SUNDAY, FEBRUARY 6, 1944, AT 12:01 A. M. CENTRAL STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY

THE RIGHT IS RESERVED TO VARY THEREFROM AS CIRCUMSTANCES MAY REQUIRE

W. G. TEMPLETON,
GENERAL MANAGER

W. J. MCWHORTER,
ASST. GENERAL MANAGER

F. WHITTEMORE,
SUPERINTENDENT TRANSPORTATION

W. A. SWINDELL,
SUPERINTENDENT

T. L. PHILLIPS,
TRAINMASTER

R. M. WILLIAMS,
TERMINAL TRAINMASTER

F. M. BAILEY,
CHIEF DISPATCHER

R. D. COX,
ASST. CHIEF DISPATCHER

39972-2500

**SOUTH BOUND**—READ DOWN

# BETWEEN CHATTANOOGA AND ATLANTA

**Atlanta Division Time Table No. 234**
TAKES EFFECT SUNDAY FEBRUARY 6, 1944 AT 12:01 A. M. C. S. T.

| THIRD CLASS | | | | | | | | | STATIONS | FIRST CLASS | | | | | | | | | | | Distance from Chattanooga |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. 53 Fast Freight Daily | No. 43 Freight Daily | No. 41 Freight Daily | No. 55 Fast Freight Daily | No. 45 Freight Daily | No. 57 Fast Freight Daily | No. 21 Local Freight Monday Wednesday Friday | No. 23 Local Freight Tuesday Thursday Saturday | No. 51 Fast Freight Daily | | No. 81 Passenger Daily | No. 3 Passenger Daily | No. 111 Passenger Daily | No. 17 Passenger Daily | No. 93 Passenger Daily | No. 77 Passenger Daily | No. 95 Passenger Daily | No. 83 Passenger Daily | No. 91 Passenger Daily | No. 33 Passenger Daily | No. 11 Passenger Daily | |
| | | | | | | | | | Lv.....CHATTANOOGA....EDT | | 2.55 AM | | | 5.25 AM | | 2.40 PM | | 3.00 PM | | 8.03 PM | |
| | | | | | | | | | 0.30 .....MARKET ST..... | | | | | | | | | | | | 0.30 |
| 10.30 PM | 8.30 PM | 4.00 PM | 1.15 PM | 10.00 AM | 7.15 AM | 6.40 AM | | 2.00 AM | | | | | | | | | | | | | |
| 10.35 | 8.35 | 4.05 | 1.20 | 10.10 | 7.20 | 6.45 | | 2.05 | 0.84 .....EAST END AVENUE EDT | | 3.03 | | | 5.33 | | 2.48 | | 3.07 | | 8.09 | 1.14 |
| 10.45 | 8.43 | 4.14 | 1.28 | 10.17 | 7.28 | 6.55 | | 2.12 | 3.64 .....BOYCE..... | | 3.09 | | | 5.38 | | 2.53 | | 3.12 | | 8.14 | 4.78 |
| 10.55 | 8.55 | 4.35 | 1.42 04 | 10.29 12 | 7.38 | 7.05 | | 2.20 | 5.93 .....CHICKAMAUGA..... | | F 3.18 | | | 5.45 | | 3.00 | | 3.19 | | 8.21 | 10.76 |
| 11.05 | 9.10 | 4.45 | 1.51 | 10.42 20 | 7.50 | 7.15 | | 2.30 | 5.74 .....GRAYSVILLE..... | | F 3.27 | | | 5.52 | | 3.07 | | 3.26 50 | | 8.28 | 16.50 |
| 11.20 52 | 9.38 02 | 4.55 | 1.59 | 10.50 | 8.02 | 7.30 | | 2.40 | 5.76 .....RINGGOLD..... | | S 3.37 | | | F 6.00 | | 3.14 50 | | 3.33 | | 8.35 | 22.26 |
| 11.30 | 9.50 | 5.05 | 2.10 | 11.01 | 8.12 | 7.45 | | 2.50 | 7.70 .....TUNNEL HILL..... | | F 3.48 | | | 6.10 | | 3.23 | | 3.42 | | 8.45 | 29.96 |
| 11.50 4 | 10.05 | 5.20 | 2.21 | 11.15 | 8.25 | 8.20 | | 3.02 | 7.73 .....DALTON..... | | S 4.05 | | | E 6.22 | | s 3.37 | | s 3.56 | | 8.55 | 37.74 |
| 12.05 AM | 10.30 52 | 5.40 | 2.33 50 | 11.28 90 | 8.45 21 | 8.45 57 | | 3.15 | 8.79 .....TILTON..... | | F 4.18 | | | 6.33 | | 3.48 | | 4.07 | | 9.06 92 | 46.53 |
| 12.20 | 10.45 | 5.55 | 2.48 | 11.43 | 8.59 20 | 9.05 | | 3.24 | 6.33 .....RESACA..... | | F 4.28 | | | 6.40 | | 3.55 | | 4.14 | | 9.13 | 52.86 |
| 12.40 | 11.05 4 | 6.07 | 2.57 | 11.55 | 9.15 | 9.31 12 | | 3.33 | 5.92 .....CALHOUN..... | | S 4.45 | | | 6.48 | | s 4.05 | | s 4.26 | | 9.20 | 58.78 |
| 12.45 | 11.20 | 6.15 | 3.03 | 12.05 PM | 9.27 12 | 10.05 | | 3.38 | 3.34 .....McDANIELS..... | | F 4.49 | | | 6.52 | | 4.09 | | 4.32 | | 9.24 | 62.12 |
| 12.55 | 11.30 | 6.30 54 | 3.14 | 12.24 94 | 9.45 | 10.30 | | 3.47 | 6.21 .....ADAIRSVILLE..... | | S 5.00 | | | 6.59 | | 4.17 | | 4.39 | | 9.32 | 68.33 |
| 1.05 | 11.45 | 6.50 | 3.23 | 12.40 | 10.00 | 10.51 90 | | 3.55 | 4.87 .....HALLS..... | | F 5.07 | | | 7.05 | | 4.23 | | 4.45 | | 9.38 52 | 73.20 |
| 1.20 | 12.10 AM | 7.20 | 3.50 | 1.05 | 10.18 | 11.00 AM | 7.50 AM | 4.10 | 4.96 .....KINGSTON..... | | S 5.16 | | | 7.17 | | 4.35 | | 4.56 | | 9.50 | 78.16 |
| 1.35 | 12.20 | 7.40 | 4.03 | 1.30 50 | 10.32 90 | | 7.59 | 4.20 | 5.25 .....CONOSENE..... | | 5.30 | | | 7.25 | | 4.43 | | 5.04 | | 9.58 | 83.41 |
| | | | | | | | | | 5.31 | A.B.&C. | | A.B.&C. | L. & N. | | L. & N. | | A.B.&C. | | L. & N. | |
| 1.45 | 12.30 | 8.03 92 | 4.13 | 1.45 | 10.54 | | 8.12 | 4.30 | .....JUNTA..... | | 5.37 | | 6.50 AM | 7.32 | | 4.49 | | 5.10 | 5.55 PM | 10.04 4 | 88.72 |
| | | | | | | | 8.25 | | 0.52 .....CARTERSVILLE..... | | S 5.43 | | c6.52 | 7.33 | | s 4.52 | | s 5.13 | 5.56 | 10.05 | 89.24 |
| 2.00 | 12.40 | 8.18 18 | 4.30 | 2.15 | 11.10 | | 8.43 12 | 4.45 | 4.58 .....EMERSON..... | | F 5.51 | | 7.01 | 7.44 | | 5.03 | | 5.23 54 | 6.05 | 10.13 | 93.82 |
| 2.08 | 12.47 | 8.25 | 4.40 | 2.30 | 11.18 | | 8.55 | 4.54 | 3.98 .....HUGO..... | | 5.57 | | 7.08 | 7.49 | | 5.09 54 | | 5.29 | 6.11 | 10.19 | 97.80 |
| 2.15 | 12.53 | 8.40 52 | 4.50 54 | 2.40 | 11.30 94 | | 9.36 32 | 5.00 | 4.44 .....ACWORTH..... | | S 6.05 | | 7.15 | 7.55 | | 5.15 | | 5.35 | 6.17 | 10.24 | 102.24 |
| 2.30 | 1.08 | 8.55 | 5.10 | 2.58 | 11.48 | | 9.54 90 | 5.11 | 5.95 .....KENNESAW..... | | S 6.17 | | 7.25 | 8.05 22 | | 5.23 | | 5.43 | 6.27 | 10.32 | 108.19 |
| 2.45 | 1.20 | 9.16 4 | 5.25 | 3.15 | 12.01 PM | | 10.06 | 5.22 | 6.86 .....ELIZABETH..... | | 6.27 | | 7.35 22 | 8.15 12 | | 5.32 | | 5.52 | 6.36 | 10.41 | 115.05 |
| 2.48 | 1.23 | 9.18 | 5.30 | 3.18 | 12.05 | | 10.20 | 5.25 | 1.35 .....MARIETTA..... | | S 6.39 | | B7.38 | H 8.18 | 3.50 PM | S 5.36 | | s 5.56 | B6.39 | 10.43 | 116.40 |
| 2.49 | 1.25 | 9.19 | 5.32 | 3.20 | 12.07 | | 10.25 | 5.26 | 0.52 .....ROSEWOOD..... | | 6.41 | | 7.39 | 8.19 | 3.52 | 5.38 | | 5.58 | 6.40 | 10.44 | 116.92 |
| 2.57 | 1.32 | 9.29 | 5.40 | 3.35 | 12.15 | | 10.40 | 5.34 | 4.93 .....SMYRNA..... | | F 6.51 22 | | 7.45 78 | 8.26 | 4.00 54 | 5.45 | | 6.05 | 6.46 | 10.50 | 121.85 |
| 3.03 | 1.38 | 9.37 | 5.47 | 3.50 54 | 12.22 50 | | 10.53 94 | 5.40 | 3.85 .....VININGS..... | | F 7.00 | | 7.50 | 8.31 | 4.05 | 5.52 | | 6.10 | 6.51 | 10.55 | 125.70 |
| 3.10 | 1.44 | 9.43 | 5.54 | 4.00 | 12.30 | | 11.05 | 5.47 | 4.27 .....BOLTON.....EDT | | F 7.07 | | 7.55 12 | 8.37 | 4.10 | 6.00 | | 6.17 | 6.58 92 | 11.01 | 129.97 |
| 3.15 | 1.49 | 9.48 | 5.59 | 4.05 | 12.35 | | 11.10 | 5.52 | 1.18 .....C. T. C. TOWER..... | | 7.09 | | 7.57 | 8.39 | 4.12 | 6.02 | | 6.19 | 7.00 | 11.03 | 131.15 |
| 3.30 AM | 2.00 AM | 10.05 PM | 6.15 PM | 4.20 PM | 12.45 PM | | 11.30 AM | 6.00 AM | .73 .....HILLS PARK..... | | | | | | | | | | | | 131.88 |
| | | | | | | | | | 2.85 .....BELLWOOD TOWER..... | 5.25 AM | | 7.18 AM | | | | | 6.27 PM | | | | 134.73 |
| | | | | | | | | | 1.80 Ar.....ATLANTA.....EDT | 5.45 AM | 7.30 AM | 7.30 AM | 8.20 AM | 9.00 AM | 4.30 PM | 6.30 PM | 6.35 PM | 6.40 PM | 7.25 PM | 11.18 PM | 136.53 |
| Daily | Daily | Daily | Daily | Daily | Daily | Monday Wednesday Friday | Tuesday Thursday Saturday | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| Fast Freight No. 53 | Freight No. 43 | Freight No. 41 | Fast Freight No. 55 | Freight No. 45 | Fast Freight No. 57 | Local Freight No. 21 | Local Freight No. 23 | Fast Freight No. 51 | | Passenger No. 81 | Passenger No. 3 | Passenger No. 111 | Passenger No. 17 | Passenger No. 93 | Passenger No. 77 | Passenger No. 95 | Passenger No. 83 | Passenger No. 91 | Passenger No. 33 | Passenger No. 11 | |
| 5.00 | 5.30 | 6.05 | 5.00 | 6.20 | 5.30 | 4.20 | 3.40 | 4.00 | .....Scheduled time..... | 0.20 | 4.35 | 0.12 | 1.30 | 3.35 | 0.40 | 3.50 | 0.08 | 3.40 | 1.30 | 3.15 | |
| 26.32 | 23.93 | 21.63 | 26.32 | 20.78 | 23.93 | 17.97 | 14.65 | 32.90 | .....Average miles an hour..... | 5.40 | 29.79 | 9.00 | 31.87 | 38.11 | 30.16 | 35.61 | 13.50 | 37.24 | 31.87 | 42.01 | |

**SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS, WHEN RUNNING IN ACCORDANCE WITH RULE 71.**

# BETWEEN ATLANTA AND CHATTANOOGA

**NORTH BOUND—READ UP**

| Distance from Atlanta | Station Numbers | Capacity of Sidings in Cars | FIRST CLASS | | | | | | | | | | | Atlanta Division Time Table No. 234 TAKES EFFECT SUNDAY FEBRUARY 6, 1944 AT 12:01 A. M. C. S. T. | THIRD CLASS | | | | | HOURS TRAIN ORDER OFFICES OPEN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. 112 Passenger Daily | No. 82 Passenger Daily | No. 4 Passenger Daily | No. 18 Passenger Daily | No. 92 Passenger Daily | No. 94 Passenger Daily | No. 90 Passenger Daily | No. 32 Passenger Daily | No. 12 Passenger Daily | No. 80 Passenger Daily | No. 78 Passenger Daily | STATIONS | No. 22 Local Freight Monday Wednesday Friday | No. 20 Local Freight Tuesday Thursday Saturday | No. 50 Fast Freight Daily | No. 54 Fast Freight Daily | No. 52 Fast Freight Daily | |
| 136.53 | 152 | Yd | | | 1.25 AM | | 10.25 PM | 2.15 PM | 12.55 PM | | 10.55 AM | | | Ar.....CHATTANOOGA....EDT | | | | | | Continuous |
| 136.23 | | Yd | | | | | | | | | | | | 0.30 .....MARKET ST..... | | 12.05 PM | 4.30 PM | 9.30 PM | 12.30 AM | |
| 135.39 | | | | | 12.57 | | 10.04 | 1.56 | 12.30 | | 10.40 | | | 0.84 .....EAST END AVENUE EDT | | 11.45 | 3.48 | 8.02 | 12.03 AM | Continuous |
| 131.75 | w 156 | 94 | | | 12.51 | | 10.00 | 1.50 | 12.24 | | 10.36 | | | 3.64 .....BOYCE..... | | 11.40 | 3.42 | 7.56 | 11.58 | |
| 125.77 | w 162 | 74 | | | F12.43 | | 9.52 | 1.42 55 | 12.17 | | 10.29 45 | | | 5.98 .....CHICKAMAUGA..... | | 11.05 | 3.34 | 7.48 | 11.40 | |
| 120.03 | w 168 | 73 | | | F12.35 | | 9.45 | 1.35 | 12.10 | | 10.22 | | | 5.74 .....GRAYSVILLE..... | | 10.42 45 | 3.26 01 | 7.40 | 11.30 | |
| 114.27 | w 174 | 68 | | | s12.27 | | F 9.38 43 | 1.28 | 12.03 PM | | 10.15 20 | | | 5.76 .....RINGGOLD..... | | 10.15 12 | 3.14 95 | 7.32 | 11.20 53 | Continuous |
| 106.57 | w 182 | 90 | | | F12.10 AM | | 9.28 | 1.18 | 11.53 | | 10.05 | | | 7.70 .....TUNNEL HILL..... | | 9.55 | 2.57 | 7.22 | 11.00 | |
| 98.79 | w 189 | S 96 N 54 | | | s11.50 53 | | S 9.18 | S 1.07 | s11.42 | | 9.55 | | | 7.78 .....DALTON..... | | 9.40 | 2.45 | 7.12 | 10.45 | Continuous |
| 90.00 | w 198 | 77 | | | F11.25 | | 9.06 11 | 12.54 | 11.28 45 | | 9.45 | | | 8.79 .....TILTON..... | | 9.15 | 2.33 55 | 7.01 | 10.30 43 | |
| 83.67 | w 205 | 71 | | | F11.15 | | 8.57 | 12.46 | 11.21 | | 9.38 | | | 6.33 .....RESACA..... | | 8.59 57 | 2.23 | 6.52 | 10.20 | |
| 77.75 | w 210 | 67 | | | s11.05 43 | | 8.50 | s12.38 | s11.13 | | 9.31 21 | | | 5.92 .....CALHOUN..... | | 8.45 | 2.15 | 6.44 | 10.10 | Continuous |
| 74.41 | w 214 | 68 | | | F10.55 | | 8.45 | 12.32 | 11.05 | | 9.27 57 | | | 3.34 .....McDANIELS..... | | 8.15 | 2.10 | 6.39 | 10.05 | |
| 68.20 | w 220 | 76 | | | s10.44 | | 8.37 | 12.24 45 | 10.57 | | 9.20 | | | 6.21 .....ADAIRSVILLE..... | | 8.05 | 2.01 | 6.30 41 | 9.55 | 8:00 a. m. to 5:00 p. m. |
| 63.33 | w 225 | 86 | | | F10.35 | | 8.31 | 12.18 | 10.51 21 | | 9.14 | | | 4.87 .....HALLS..... | | 7.50 | 1.54 | 6.15 | 9.38 11 | |
| 58.37 | w 230 | S 129 N 70 | | | s10.25 | | H 8.23 | 12.11 PM | 10.43 | | 9.08 | | | 4.96 .....KINGSTON..... | 10.10 AM | 7.40 AM | 1.45 | 6.05 | 9.25 | Continuous |
| 53.12 | w 235 | 78 | | | 10.12 | | 8.10 | 11.59 | 10.32 57 | | 8.57 | | | 5.25 .....CONOSENE..... | 9.45 | | 1.30 45 | 5.50 | 9.10 | |
| | | | A.B.&C. | A.B.&C. | | L. & N. | | | | L. & N. | | A.B.&C. | L. & N. | 5.31 | | | | | | |
| 47.81 | w 240 | S 95 N 49 | | | 10.04 11 | 8.30 PM | 8.03 41 | 11.53 | 10.26 | 10.10 AM | 8.51 | | | .....JUNTA..... | 9.35 | | 1.22 | 5.40 | 9.01 | Continuous |
| 47.29 | w 241 | Yd | | | s10.01 | C 8.25 | 8.02 | s11.51 | s10.24 | 9.57 | 8.50 | | | 0.52 .....CARTERSVILLE..... | 9.30 | | | | | |
| 42.71 | w 246 | 100 | | | F 9.52 | 8.18 41 | 7.54 | 11.41 | 10.14 | 9.47 | 8.43 23 | | | 4.58 .....EMERSON..... | 9.15 | | 1.13 | 5.23 91 | 8.53 | |
| 38.73 | w 249 | 93 | | | 9.45 | 8.12 | 7.48 | 11.36 | 10.09 | 9.42 | 8.38 | | | 3.98 .....HUGO..... | 9.05 | | 1.07 | 5.09 95 | 8.47 | |
| 34.29 | w 254 | S 61 N 79 | | | S 9.38 | 8.05 | 7.42 | 11.30 57 | 10.03 | 9.36 23 | 8.32 22 | | | 4.44 .....ACWORTH..... | 8.32 12 | | 1.01 | 4.50 55 | 8.40 41 | 9:00 a. m. to 6:00 p. m. |
| 28.34 | w 260 | S 81 N 96 | | | F 9.25 | 7.54 | 7.34 | 11.22 | 9.54 23 | 9.28 | 8.24 | | | 5.95 .....KENNESAW..... | 8.05 93 | | 12.52 | 4.28 | 8.30 | |
| 21.48 | w 267 | S 79 N 91 | | | 9.16 41 | 7.44 | 7.24 | 11.13 | 9.44 | 9.20 | 8.15 93 | | | 6.86 .....ELIZABETH..... | 7.35 17 | | 12.42 | 4.14 | 8.15 | |
| 20.13 | w 268 | Yd | | | S 9.12 | B 7.41 | E 7.21 | s11.10 | S 9.41 | B 9.17 | 8.12 | | 7.55 AM | 1.35 .....MARIETTA..... | 7.25 | | 12.39 | 4.09 | 8.12 | 6:45 a. m. to 10:45 p. m. |
| 19.61 | w 269 | 75 | | | 9.07 | 7.40 | 7.20 | 11.05 | 9.35 | 9.15 | 8.11 | | 7.52 | 0.52 .....ROSEWOOD..... | 7.15 | | 12.38 | 4.08 | 8.10 | |
| 14.68 | w 274 | S 89 N 94 | | | F 9.00 | 7.33 | 7.13 | 10.58 | 9.28 | 9.08 | 8.05 | | 7.45 17 | 4.93 .....SMYRNA..... | 6.51 3 | | 12.30 | 4.00 77 | 8.00 | 7:30 a. m. to 4:30 p. m. |
| 10.83 | w 277 | 71 | | | F 8.52 | 7.27 | 7.07 | 10.53 23 | 9.23 | 9.02 | 8.00 | | 7.36 | 3.85 .....VININGS..... | 6.37 | | 12.22 57 | 3.50 45 | 7.50 | |
| 6.56 | w 282 | 60 | | | F 8.45 | 7.18 | 6.58 33 | 10.45 | 9.15 | 8.55 | 7.55 17 | | 7.29 | 4.27 .....BOLTON.....EDT | 6.25 | | 12.08 | 3.37 | 7.40 | |
| 5.38 | w 283 | Yd | | | 8.43 | 7.15 | 6.55 | 10.43 | 9.13 | 8.53 | 7.53 | | 7.27 | 1.18 ..... C. T. C. TOWER..... | 6.17 | | 12.03 | 3.32 | 7.32 | Continuous |
| 4.65 | w 284 | Yd | | | | | | | | | | | | .73 .....HILLS PARK..... | 6.15 AM | | 12.01 PM | 3.30 PM | 7.30 PM | |
| 1.80 | | | 11.34 PM | 8.56 PM | | | | | | | | 7.36 AM | | 2.85 .....BELLWOOD TOWER..... | | | | | | |
| | w 289 | Yd | 11.28 PM | 8.50 PM | 8.30 PM | 7.00 PM | 6.40 PM | 10.30 AM | 9.00 AM | 8.40 AM | 7.40 AM | 7.30 AM | 7.15 AM | 1.80 Lv.....ATLANTA.....EDT | | | | | | Continuous |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Monday Wednesday Friday | Tuesday Thursday Saturday | Daily | Daily | Daily | |
| | | | Passenger No. 112 | Passenger No. 82 | Passenger No. 4 | Passenger No. 18 | Passenger No. 92 | Passenger No. 94 | Passenger No. 90 | Passenger No. 32 | Passenger No. 12 | Passenger No. 80 | Passenger No. 78 | | Local Freight No. 22 | Local Freight No. 20 | Fast Freight No. 50 | Fast Freight No. 54 | Fast Freight No. 52 | |
| | | | 0.06 18.00 | 0.06 18.00 | 4.55 27.77 | 1.30 31.87 | 3.45 36.41 | 3.45 36.41 | 3.55 34.86 | 1.30 31.87 | 3.15 42.01 | 0.06 18.00 | 0.40 30.16 | .....Scheduled time..... .....Average miles an hour..... | 3.55 13.72 | 4.25 17.63 | 4.29 29.35 | 6.00 21.93 | 5.00 26.32 | |

**SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS, WHEN RUNNING IN ACCORDANCE WITH RULE 71.**

# SPECIAL INSTRUCTIONS

## MISCELLANEOUS

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

2. Signs referred to in Rule 701 are located near C. T. C. Tower and just south of tower at Junta. Within these limits C. T. C. rules are in effect.

*3. Enginemen of trains 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, 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 and, failing to clearly hear and understand them must take immediate action to stop the train.

(b) A freight or a mixed train must not pass a siding without its engineman receiving Signal Rule 12 (b) from rear end, except when weather or other conditions prevent such signal from being seen.

4. Train orders will be issued over the initials of Chief Dispatcher.

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

*6. A train may run ahead of another train of the same class from schedule passing point without train order authority to do so but must let following train pass promptly when overtaken.

*7. Third-class and extra trains must let fast freight trains pass without delay. Local trains must let other third-class and extra trains pass without delay.

8. 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.

9. 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 the 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.

10. 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, engineman must not pass point where previously restricted at that station until order received there is known to authorize passage of his train beyond such point.

11. Two short and one long (00——) sounds of the whistle of the lead engine of a doubleheader is a signal for the engineman of the second engine to assume control of the train brakes. The engineman of the second engine must immediately cut in his brake valve, after which he will answer by two short and one long (00——) sounds of the whistle, then the first engineman must cut out his brake valve. No attempt must be made to change the control of the train back to the lead engine until the train is brought to a stop and then there must be a verbal understanding between the two enginemen before the control is changed back to the lead engine. If defects in the lead engine can not be corrected, the second engine must be put in the lead at the first siding.

12. When a train is stalled and is overtaken by another train and it is desired that the following train help the stalled train the engine of the following train must be coupled to the lead train, the air cut through and the brakes handled from the lead engine. The lead engineman must be verbally notified of this arrangement so that he can stop when the grade is overcome for the trains to be separated.

If the following train is at a point where the engine can be cut off without danger of cars getting away on grade the engine should be cut off before undertaking to push the stalled train. No chances must be taken with either freight or passenger trains by cutting them off on grades where it is thought that the brakes will not hold. In all cases sufficient hand brakes must be set to hold the train and the air brakes must not be depended on for this purpose.

*C. T. C. rules apply within C. T. C. limits.

13. The following is substituted for Rule 349 in Rules Governing the Operating Department:

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, the signal for brakes must be given.

14. One long, two short and one long (——00——) sounds of the engine whistle is an answer to caution signal, as prescribed in Rules 10 (c) and 15, and, in the absence of prescribed speed, calls for speed of train to be immediately reduced to a proper degree of safety.

15. The engine whistle must be sounded as prescribed by Rule 14 (l) and engine bell rung at signs with W & R thereon, located on right hand or engineman's side of track, but such sounding of the whistle does not relieve those concerned from fully observing Rule 31.

16. When rules require headlights to be displayed, electric headlights equipped with dimmers will be dimmed:

(a) In yards where switch engines are employed.
(b) At meeting points.
(c) When standing.
(d) On two or more tracks when approaching trains running in the opposite direction.

17. Yellow instead of green fusee signal prescribed by Rule 11, will be used.

18. By day, marker lamps will be used to indicate rear of train instead of green flags as prescribed by Rule 19.

By night, yellow lights will be used in markers where under Rule 19 and Addenda to Book of Rules Governing the Operating Department, green lights are prescribed.

19. Within C. T. C. 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.

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

Nothing in the foregoing instructions must be construed as modifying any speed restriction within yard or station limits or the requirements of block signal rules.

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

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

22. Unless some form of block system is used, trains in the same direction must keep not less than ten (10) minutes apart, except that a freight train may more closely follow another freight train when closing up at stations.

*23. Where emergency telephones are located, conductors must call Train Dispatcher if their train is delayed more than twenty (20) minutes.

24. When train is standing and steam whistle signal 14 (h) is sounded, trainmen will immediately set hand brakes on rear car to prevent slack running out or away from engine. Should engineman apply air brakes after the hand brakes have been set, the hand brakes must not then be set tighter else they cannot be released after the air brakes have been released. When engineman sounds steam whistle signal 14 (b) and begins to stretch the slack the hand brakes must be released. This applies to passenger trains and freight trains.

25. Bulletin issued in April 1913, relieving operators at train order offices from displaying train order signal at stop behind freight trains is cancelled and Rule 91 (a) fully restored.

# SPECIAL INSTRUCTIONS

--Continued



## SPEED REGULATIONS

1. When work on track, or bridge, is being protected by a yellow signal displayed stationary upon a staff on engineman's side of track, 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 the engine whistle and 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 the train has passed over the 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) A green signal on engineman's side of track, displayed stationary upon a staff, indicates end of section of track, or bridge, over which caution speed is to be observed.

(b) When a hand car (any car that is put on or taken off the track by hand) is being moved over the 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 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 the engine whistle and 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 by the foreman with a white flag on a staff by day or a white light by night.

2. Trains or engines must not exceed fifteen (15) miles an hour on passing tracks and, unless otherwise provided, when moving through cross-overs or turn-outs.

3. All trains and engines, except first class trains, must approach all water stations under control.

4. Standard "Slow" signs, showing permissible speed will be erected where a more or less permanent condition requires restricted 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 sections of track or bridge governed by them.

(a) In the erection of "Slow" signs and "Resume Speed" signs, double tracks will be treated as two single tracks, except that the signs for movements against current of traffic will, on account of obstruction to standard clearance if placed between the tracks, be erected on the left hand or fireman's side instead of on the right hand of the track or tracks affected.

5. Speed restrictions apply to the entire train.

6. When scheduled time of trains between stations indicates a speed in excess of the designated maximum, it conveys no authority for exceeding the authorized maximum speed.

## COLOR SIGNALS, PRESCRIBED IN RULE 10 IN RULES GOVERNING THE OPERATING DEPARTMENT, HAVE BEEN CHANGED TO INDICATE AS FOLLOWS:

| Color | Indication | Color | Indication |
|---|---|---|---|
| | **General Use** | | **Main Track Switches** |
| Red | Stop. | Green | Set to normal position. |
| Yellow | Caution, and as prescribed by Special Instruction No. 18, Page 4. | Red | Set to siding. |
| Green | Proceed, and as prescribed by Rule 20. | | **Inside Track Switches** |
| White | As prescribed by Rules 12, 17, 18, 21, 24 & 33. | Green | Set to normal position. |
| Blue | Car repairers' signal. See Rule 26. | Yellow | Set to diverging track. |
| | **Train Order Signals** | | **Derails** |
| Red | Stop. Train orders. | | |
| Green | No orders. | Green | Set for trains to pass. |
| | **Block and Interlocking Signals** | Yellow | Set to derail. |
| Red | Stop. | | **Station Signal—Flag Stop** |
| Yellow | Interlocking Signals - Proceed with caution. Automatic Block Signals - Caution - (Rule 510-h). C. T. C. Block Signals - Caution - (Rule 724). | Green & Yellow | See Rule 28 which has been changed to "Green and Yellow." |
| Green | Proceed. | | |

## MISCELLANEOUS

1. DOUBLE TRACK: Between Bolton and Atlanta. Between East End Avenue and Chattanooga.

2. East End Avenue is train order office for south bound trains only and C. T. C. Tower is train order office for north bound trains only.

3. Train orders will not be required between Atlanta and C. T. C. Tower.

4. North bound freight trains originating at Atlanta or Hills Park, except No. 22, may leave such stations without obtaining Clearance Card, Form A, prescribed by Rule 83.

North bound freight trains must obtain Clearance Card, Form A, at Junta.

North bound third class trains, except sections, may be created at Junta by Clearance Card, Form A.

5. 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 St.

6. Sections will be created by train order, except that if unable to communicate with Train Dispatcher, operators at following stations may create as authorized by Rule 95, using Form 28 for the purpose: Chattanooga Union Station, first class schedules. Cravens, third class schedules. Junta, L. & N. first class schedules.

7. Schedule time at Bolton applies at end of double track. Train orders also, unless they otherwise direct, apply at end of double track at this station.

8. Schedule time at East End Avenue applies at end of double track. Train orders also, unless they otherwise direct, apply at end of double track at this station.

9. In order to be in position to insure full protection, flagman on all passenger trains must ride rear of train between Atlanta and Bolton and through the tunnel.

10. 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 be applied to hold train. While taking coal or water, engine brake must be held applied.

11. On double track, schedule meeting points will not be shown, but such meeting points at stations where trains enter or leave double track will be indicated as provided for in Rule 5.

12. Within Automatic Block Signal 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 and, failing to clear by the time required, must be protected as prescribed by Rule 99.

13. A pilot indicator is attached to a mast on east side of side track near switch tender's shanty in south end of Hills Park Yard and applies to switches of cross-over between main tracks and/or cross-over switches between north bound main track and side track.

When this indicator is not displaying a yellow light, these switches may be opened if movement is protected by flag.

An indication displayed by this pilot indicator does not relieve enginemen, trainmen and yardmen from protecting their train or movement as required by the Rules.

14. A south bound train entering Centralized Traffic Control System at Junta must be governed by the indication of the last interlocking signal applying until the first governing block signal is reached.

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

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

15. 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) and 513 and "Revised Instructions Governing the Use of Color-Light Switch Indicators, effective September 1, 1941" such communication is required.

16. The use of light in marker lamp on automatic block signals, as prescribed in Rules Governing Automatic Block System effective November 1st. 1925, has been discontinued. Entrance Color-Light Automatic Block Signals will be distinguished by the marker lamp (not lighted) displayed vertically below the signal light and Intermediate Color-Light Automatic Block Signals will be distinguished by the marker lamp (not lighted) displayed diagonally below the signal light.

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

# SPECIAL INSTRUCTIONS
--Continued

## MISCELLANEOUS—Continued

17. Rule 510 (h) of Rules Governing the Use of Automatic Block System is changed to read as follows:

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

18. Maintenance of Way Rule 301 requires that on double track, hand cars (any car that is put on or taken off the track by hand) must move with the current of traffic.

Should it be necessary for a train or engine 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.

## STANDARD CLOCKS

Atlanta, Hulsey Yard Office, Union Station; Hills Park, Dispatcher's Office; Hills Park Shop, Engineer's Room; Kingston, Agent's Office; Cravens, Lewis St. Tower; and Chattanooga, Train Order Office.

## BULLETIN BOARDS

Atlanta-Union Station, and Yard Office and Roundhouse at Hulsey Yard; Hills Park-Yard Office and Office of Master Mechanic; Marietta-L. & N. Old Shops; Junta-L. & N. Yard Office North Yard; Kingston-Train Order Office; Chattanooga-Union Station; Cravens-Yard Office and Office of Master Mechanic; Etowah-Yard Office and Roundhouse; Blue Ridge-Office of Agent; Murphy-Office of Agent; Knoxville-Office of Station Master; West Knoxville-Office of General Yardmaster.

## WATER STATIONS

Cravens, Graysville, Tilton, Adairsville, Kingston, Hugo, Rosewood and Hills Park.

## YARD LIMITS DESIGNATED BY SIGNS

Chattanooga, Dalton, Kingston, Cartersville-Junta, Marietta-Rosewood and Atlanta-Hills Park.

*Within yard limits, engines as well as inferior trains will, when practicable, keep posted as to passenger trains, avoid delaying them and while occupying main track fully protect against them as required by Rule 99.

## EMERGENCY TELEPHONES

Tyner, Rocky Face, Crown Cotton Mill, Dalton Brick Yard, Calhoun Oil Mill, Atco, Brooks Mill Switch, Bertha Mineral Co., at Etowah River, Bellcraft, Water Works Spur South of Bolton, and at all passing tracks.

## REGISTERING STATIONS

1. Cravens—for freight trains.
2. Chattanooga Union Station—for passenger trains.
3. Atlanta Union Station—for passenger trains.
4. Hills Park—for N. C. & St. L. freight trains.
5. Junta—for N. C. & St. L. trains and trains may register by Form 193.
6. South bound N. C. & St. L. trains entering Centralized Traffic Control System at Junta will not be required to consult train register at this station.
7. North bound N. C. & 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.
8. N. C. & St. L. trains will not be required to register or consult a train register at Marietta.
9. L. & N. trains entering or leaving Centralized Traffic Control System at Junta or Marietta will not be required to register or consult train register at these stations.
10. North bound L. & N. freight trains must ascertain from Train Controller (Phone Belmont 2336) before leaving Georgia Railroad 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 C. T. C. Tower ahead of such passenger trains without causing them delay.
11. North bound N. C. & St. L. trains arriving at Junta with no identity will leave Form 193 showing required information except as to identity of train and operators at that station will fill in Form 193 to correspond with the designation of the train as they have cleared it on Form A and then register the departing train as shown on Form 193 that they have completed.
12. First class trains will throw off to operator at East End Avenue a card, Form 193, properly filled in and operator at East End Avenue will telephone the information shown on card to operator at Cravens who will enter such information in train register at Cravens.

*C. T. C. rules apply within C. T. C. limits.

## REGISTERING STATIONS—Continued

13. 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.
14. South bound trains may leave Bellwood Tower without ascertaining whether other south bound trains due, have left.
15. Nos. 81, 83 and 111 will not be required to receive Clearance Card, Form A, at Bellwood Tower.

## SPEED REGULATIONS

### 1. BETWEEN ATLANTA AND JUNTA:

| Locomotive Class | J, K, and G Class and L. & N. passenger | L-1 and H Class and L. & N. Freight | L-1-C and L-2 Class and eng. 665 | L-2A-C L-2B-C Class |
|---|---|---|---|---|
| Passenger Trains | 45 | 35 | 40 | 45 |
| Freight or Mixed Trains | 40 | 35 | 40 | 40 |
| Engines with one or more side or main rods down | 20 | 20 | 20 | 20 |
| Engines in backward motion | 20 | 20 | 20 | 20 |
| When handling steel wreckers, locomotive cranes, pile drivers and similar equipment | 30 | 30 | 30 | 30 |

EXCEPTIONS:

(a) All trains and engines must run so as to be able to stop within range of vision between Atlanta and C. T. C. Tower, and will approach all cross-overs between Magnolia and Simpson Streets, Atlanta, and cross-overs at south end Hills Park yard under full control, expecting to find cross-overs occupied or switches set to cross-overs.

| | MILES AN HOUR | |
|---|---|---|
| | Passenger Trains | Freight Trains |
| (b) Over Southern Railway crossings at Tower No. 2 | 25 | 25 |
| (c) Across Bridge 7.5, Chattahoochee River | 10 | 10 |
| (d) Across Bridge 45.6, Etowah River | 10 | 10 |

(e) Trains handling N. C. & St. L. 90006, one hundred and fifty ton wrecker, must not exceed ten (10) miles an hour over Bridge 7.5, Chattahoochee River and Bridge 45.6, Etowah River.

(f) Trains handling high side hopper coal cars under load must not exceed thirty (30) miles an hour.

(g) At Bolton, north bound trains or engines passing from north bound main track to single track and south bound trains or engines passing from single track to north bound main track must not exceed thirty-five (35) miles an hour through turn-out at end of double track.

### 2. BETWEEN JUNTA AND CRAVENS:

| Locomotive Class | J, K, and G Class | L-1 and H Class | L-1-C and L-2 Class and eng. 665 | L-2A-C L-2B-C Class |
|---|---|---|---|---|
| Passenger Trains | 50 | 35 | 40 | 45 |
| Freight or Mixed Trains | 45 | 35 | 40 | 45 |
| Engines with one or more side or main rods down | 20 | 20 | 20 | 20 |
| Engines in backward motion | 20 | 20 | 20 | 20 |
| When handling steel wreckers, locomotive cranes, pile drives and similar equipment | 30 | 30 | 30 | 30 |

EXCEPTIONS:

| | MILES AN HOUR | |
|---|---|---|
| | Passenger Trains | Freight Trains |
| (a) Through Interlocking Plant at Junta when going to or from L. & N. turnouts | 20 | 20 |
| (b) Under Coal Chute at Kingston | 20 | 20 |
| (c) Through Interlocking Plant at East End Ave. | 15 | 15 |

(d) All trains and engines must run so as to be able to stop within range of vision between East End Ave. in Chattanooga and Lewis Street in Cravens.

# SPECIAL INSTRUCTIONS
--Continued



## SPEED REGULATIONS—Continued

3. Signs, erected near the approach of certain curves, with black figures on yellow background, indicate that the rate of speed in miles an hour around the curve so protected must not exceed the figures appearing on the sign.

4. City Ordinances require speed to be reduced through corporate limits as follows: Atlanta, 20 miles an hour, except over street crossings which is 10 miles an hour; Smyrna, 25 miles an hour; Marietta, 15 miles an hour; Kennesaw, 10 miles an hour; Acworth, 10 miles an hour; Cartersville, 20 miles an hour; Kingston, 10 miles an hour; Adairsville, 12 miles an hour; Calhoun, 25 miles an hour; Dalton, 15 miles an hour, and Chattanooga, 8 miles an hour over King Street, Market Street, Broad Street, Thirteenth Street and Main Street.

## ADDITIONAL SIDE TRACKS

| Name | Location | Capacity in Cars | Name | Location | Capacity in Cars |
|---|---|---|---|---|---|
| Allatoona | 39.77 | 22 | Rocky Face | 103.60 | 13 |
| Cass | 52.07 | 32 | Tyner | 128.64 | 40 |

## ADDITIONAL FLAG STOPS

1. No. 17 and No. 33 will stop at station marked "B" for revenue passengers from Knoxville or beyond. No. 17 will stop at station marked "C" for revenue passengers from Louisville, Cincinnati or beyond.

2. No. 18 and No. 32 will stop on flag at station marked "B" for revenue passengers for Knoxville or beyond. No. 18 will stop on flag at station marked "C" for revenue passengers for Cincinnati, Louisville or beyond.

3. No. 92 will stop on flag at station marked "H" for revenue passengers for Chicago, St. Louis or beyond and at station marked "E" for revenue passengers for Nashville or beyond.

4. No. 93 will stop at station marked "E" for revenue passengers from Nashvilie or beyond and on flag for revenue passengers for Atlanta or beyond and at station marked "H" for revenue passengers from Nashville or beyond. No. 93 will stop at station marked "E" daily except Sunday for U. S. mail.

5. All stations marked "F" on schedules 3 and 4 are flag stops for revenue passengers only.

6. No. 4 will stop on flag at Allatoona and Cass for revenue passengers and at Rocky Face to take on revenue passengers.

7. No. 3 will stop on flag at Rocky Face, Cass and Allatoona for revenue passengers.

8. Nos. 3 and 4 will stop to pick up or deliver U. S. mail at stations where instructed to stop in Notice No. 723, dated November 29, 1939, and supplements thereto, issued by Superintendent.

## AIR BRAKES

All trains must have air brakes on all cars in working order out of all terminals but should defect develop in the air brakes enroute, 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.

## SPEED TABLE

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

| Miles an Hour | 1 Mile in Min. | 1 Mile in Sec. | Miles an Hour | 1 Mile in Min. | 1 Mile in Sec. |
|---|---|---|---|---|---|
| 6 | 10 | ------- | 30 | 2 | ------- |
| 8 | 7 | 30 | 35 | 1 | 42 |
| 10 | 6 | ------- | 40 | 1 | 30 |
| 12 | 5 | ------- | 45 | 1 | 20 |
| 15 | 4 | ------- | 50 | 1 | 12 |
| 20 | 3 | ------- | 55 | 1 | 5 |
| 25 | 2 | 24 | 60 | 1 | ------- |

## LIST OF SURGEONS

Dr. Duncan Eve, Jr., Chief Surgeon, Nashville, Tenn.
Dr. L. W. Edwards, Associate Chief Surgeon, Nashville, Tenn.
Dr. R. A. Daniel, Asst. to Chief Surgeon, Nashville, Tenn.
Dr. Theodore Morford, Asst. to Chief Surgeon, Nashville, Tenn.
Dr. W. S. Elkin, Division Surgeon, Atlanta, Ga.
Dr. W E. Person, Assistant Division Surgeon, Atlanta, Ga.
Dr. F. P. Calhoun, Oculist, Atlanta, Ga.
Dr. W. M. Gober, Marietta, Ga.
Dr. W. E. Wofford, Cartersville, Ga.
Dr. C. L. Ellis, Kingston, Ga.
Dr. Z. V. Johnson, Calhoun, Ga.
Dr. Trammell Starr, Dalton, Ga.
Dr. C. W. Stephenson, Ringgold, Ga.
Dr. R. M. Harbin, Jr., Rome, Ga.
Drs. Newell and Newell, Chattanooga, Tenn.

## TONNAGE RATINGS

| Locomotive Class | H-7-C | H-9 | G-8 K-1 | K-1-A | K-2 | L-1 L-2 | L-2-A L-2-B | J-1 | J1-AC J1-CC | J-2 | J-3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **NORTHBOUND—THRU RATINGS** | | | | | | | | | | | |
| H. Park to Cravens | 1400 | 1625 | 1000 | 1225 | 1400 | 1900 | 2150 | 1850 | 2050 | 1900 | 2050 |
| **NORTHBOUND—INTERMEDIATE RATINGS** | | | | | | | | | | | |
| H. Park to Junta | 1400 | 1625 | 1000 | 1225 | 1400 | 1900 | 2150 | 1850 | 2050 | 1900 | 2050 |
| Junta to Kingston | 1825 | 2100 | 1300 | 1625 | 1850 | 2500 | 2800 | 2400 | 2650 | 2550 | 2700 |
| Kingston to Cravens | 1650 | 1900 | 1200 | 1475 | 1675 | 2250 | 2550 | 2100 | 2400 | 2300 | 2450 |
| **SOUTHBOUND—THRU RATINGS** | | | | | | | | | | | |
| Cravens to H. Park | 1425 | 1650 | 1000 | 1250 | 1500 | 1950 | 2200 | 1900 | 2100 | 2000 | 2100 |
| **SOUTHBOUND—INTERMEDIATE RATINGS** | | | | | | | | | | | |
| Cravens-Kingston | 1650 | 1900 | 1200 | 1475 | 1675 | 2250 | 2550 | 2100 | 2400 | 2300 | 2450 |
| Kingston to Junta | 1825 | 2100 | 1300 | 1625 | 1850 | 2500 | 2800 | 2400 | 2650 | 2550 | 2700 |
| Junta to H. Park | 1425 | 1650 | 1000 | 1250 | 1500 | 1950 | 2200 | 1900 | 2100 | 2000 | 2100 |

In computing tonnage on through freights, add 5 tons for each car over 50 cars.

## NUMBERS OF LOCOMOTIVES OF DIFFERENT CLASSES ARE GIVEN BELOW:

G-6-B.....250 to 254 inclusive. *
G-8-A.....280 to 286 inclusive. *
H-7-B.....411, 412, 413, 414, 416, 419. *
H-7-C.....384 to 410 inclusive, 415, 417, 418. *
H-8-C.....420 to 424 inclusive. *
H-9.....450 to 459 inclusive. *
K-1.....500 to 503 inclusive. *
K-1-A.....504 to 511 inclusive. *
K-2.....530 to 537 inclusive. *
J-1.....550 to 554 inclusive. *
J-1-A.....555 to 562 inclusive. *
J-2.....565 to 569 inclusive. *
J-3.....570 to 589 inclusive. *
L-1.....602, 604, 605, 606, 607, 610, 611, 612, 618, 620, 621, 623, 624, 626, 627, 628.*
L-1-C.....600, 601, 603, 608, 609, 613, 614, 615, 616, 617, 619, 622, 625. *
L-2.....653, 655, 656, 657. *
L-2-A-C.....650, 652. *
L-2-A.....665, 666, Booster.
L-2-A-C.....651, 654, 658, 659, 660, 661, 662, 663, 664, 667, 668, 669, 670, 671, Booster.
P-1.....950 to 954 inclusive. *

* Non Booster.

# 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 the track.

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

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

**R**eview 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.**