

INDEX

| | |
|--|--------------------------|
| | Page |
| Automatic Block Signal System Limits | 9 |
| Bulletin Boards | Inside Front Cover |
| Centralized Traffic Control System Limits..... | 9 |
| City Ordinances | |
| Regulations Other Than Maximum Speed of Trains | 10 |
| Regulations Governing Speed of Trains within Corporate Limits | 11 |
| Clearance of Trains | 1 |
| Drawbridge | 1 |
| Division Officers | 16 |
| Hot Box Detector System | 7 |
| Interlocking | 10 |
| Locomotives | |
| Equipped with Dynamic Brakes | Inside Back Cover |
| Equipped with alignment Control | |
| Draft Gear | Inside Back Cover |
| Restricted over Bridgeport Drawbridge. | Inside Back Cover |
| Map | Back Cover |
| Maximum Allowable Gross Weight | 10 |
| Miscellaneous Special Instructions | 11-12 |
| Other Tracks | 14 |
| Railroad Crossings at Grade | 1 |
| Register Stations | Inside Front Cover |
| Rule Changes or Exceptions to Rules .. | Inside Front Cover, 1, 7 |
| Schedules | |
| Nashville and Wauhatchie Yard | 2, 3 |
| Wauhatchie Yard and Atlanta | 4, 5 |
| Sparta Branch | 6 |
| Huntsville Branch | 6 |
| Sequatchie Branch | 6 |
| Tracy City Branch | 6 |
| Special Instructions-Terminals | 12-14 |
| Speed Restrictions and Exceptions to Normal Speed | 7 |
| Speed Table | 15 |
| Spring Switches | 7 |
| Standard Clocks | Inside Front Cover |
| Sub-Divisions | Inside Front Cover |
| Surgeons and Oculists | 16 |
| Tonnage Ratings | Inside Back Cover |
| Train Order Offices | Inside Front Cover |
| Two or More Tracks | Inside Front Cover |
| Use of Airbrake and Train Handling between Cowan and Sherwood | 8, 9 |
| Use of Retainers and Air brakes on heavy grades | 9 |
| Yard Limits | 1 |
| Water Stations | 11 |

LOUISVILLE & NASHVILLE RAILROAD COMPANY

ATLANTA DIVISION

TIME TABLE No.

6

TAKES EFFECT

SUNDAY, SEPTEMBER 16, 1973

AT 12:01 A.M., CENTRAL STANDARD TIME

**Between Nashville and/or Radnor
and Wauhatchie Yard**

AT 1:01 A.M., EASTERN STANDARD TIME

Between Wauhatchie Yard and Atlanta

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

D. D. STRENCH,
Vice President — Operation

K. C. DUFFORD,
Asst. Vice President — Operation

S. P. STRICKLAND, **A. JAMES,**
Asst. Vice President — Transportation Asst. Vice President — Terminals

C. F. ANDERSON,
Superintendent

C. D. MOSLEY,
Assistant Superintendent

W. E. GILSTRAP,
Assistant Superintendent
Atlanta Terminal

J. W. HENDERSON,
Assistant Superintendent
Wauhatchie Terminal

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

| | |
|----------------------|--|
| Smyrna, Tenn..... | Crew Room. |
| Murfreesboro..... | Agent's Office. |
| Tulahoma..... | Crew Room. |
| Decherd..... | Depot. |
| Sparta..... | Crew Room. |
| Huntsville..... | Train Order Office. |
| Cowan..... | Engine House Office. |
| Bridgeport..... | Train Order Office. |
| Wauhatchie Yard..... | Locker Room. |
| Dalton..... | Crew Room. |
| Calhoun..... | Agent's Office. |
| Cartersville..... | Crew Room. |
| Marietta..... | Crew Room. |
| Tilford..... | Yard Office. |
| Tilford..... | Bowl Crew Room. |
| Tilford..... | Enginemen's Washroom. |
| Tilford..... | Switchmen's Locker Room— Mechanical Bldg. |
| Tilford..... | Locker Room—Yard Office—Basement |
| Bellwood..... | SCL Yard Office. |

SUB-DIVISIONS

| | |
|---------------------------|--|
| Western and Atlantic..... | Between Atlanta and Wauhatchie Yard including Tyner Branch. |
| Chattanooga..... | Between Nashville and Wauhatchie Yard including branches. |

TWO OR MORE TRACKS

| |
|---|
| Between Nashville and Glencliff. |
| Rockledge. (Southward main track chambers 59 55-foot cars and northward main track 60 55-foot cars.) |
| Between Tantallon and Sherwood. |
| Between Stevenson and Bridgeport. |
| Between Hale and Alaten. |
| Between James and Wildwood. |
| Between Lookout and East End Avenue. |
| Between Tilford and Central Avenue, Atlanta. |

STANDARD CLOCKS

| | |
|----------------------|---------------------------------|
| Murfreesboro..... | Agent's Office. |
| Tulahoma..... | Agent's Office. |
| Sparta..... | Agent's Office. |
| Huntsville..... | Agent's Office. |
| Cowan..... | Engine House Office. |
| Stevenson..... | Agent's Office. |
| Bridgeport..... | Agent's Office. |
| Wauhatchie Yard..... | Yard Office |
| Dalton..... | Agent's Office. |
| Calhoun..... | Agent's Office. |
| Cartersville..... | Agent's Office. |
| Marietta..... | Agent's Office. |
| Tilford..... | Train Order Office—Yard Office. |
| Tilford..... | Enginemen's Washroom. |

TRAIN ORDER OFFICES

| Station | Hours Train Order Office Open | Days Train Order Office Closed |
|------------------------|---|-----------------------------------|
| Tulahoma a, b..... | 7:30 A.M. to 4:30 P.M..... | Sat. and Sun. |
| Decherd a, b..... | 9:00 A.M. to 11:00 A.M..... | Sat. and Sun. |
| Cowan a, b..... | 8:00 A.M. to 5:00 P.M..... | Sat. and Sun. |
| Stevenson b, c..... | Continuous..... | None |
| Bridgeport a, b..... | 7:00 A.M. to 4:00 P.M..... | Sat. and Sun. |
| Wauhatchie b..... | Continuous..... | None |
| Wauhatchie Yard b..... | Continuous..... | None |
| Manchester b..... | 8:00 A.M. to 11:00 A.M..... 4:00 P.M. to 5:00 P.M..... | Sat. and Sun. |
| McMinnville b..... | 7:30 A.M. to 4:30 P.M..... | Sat. and Sun. |
| Sparta b..... | 8:00 A.M. to 5:00 P.M..... | Sat. and Sun. |
| Huntsville b..... | 8:00 A.M. to 5:00 P.M..... | Sat. and Sun. |
| South Pittsburg b..... | 8:30 A.M. to 5:30 P.M..... | Sat. and Sun. |
| Junta b, d..... | Continuous..... | None |
| Tilford b..... | Continuous..... | None |
| Howell Tower b..... | Continuous..... | None |

- a. These train order offices apply only to Branches.
 b. Station not equipped with train order signal as prescribed by Rule 221.
 c. Southern Railway trains only.
 d. Knoxville Division trains only.

EXCEPTION TO RULE 40 (b).

A train finding a Conditional Stop track sign properly displayed when such train does not hold an effective Form W train order requiring train to stop at that location as prescribed by Rule 40(b) must immediately stop, and, after stopping, must make effort to contact either the train dispatcher or the Maintenance Foreman, or both, in an effort to determine whether there is or should be a Form W train order in effect. If unable to contact either the Maintenance Foreman or train dispatcher by radio, train may proceed at Restricted Speed to the first available telephone, where the engineer must advise the train dispatcher of the conditions and be governed by his instructions.

REGISTER STATIONS

| Location | For | Register by Card Form 230 |
|----------------------|---------------------------------------|---------------------------------------|
| Tulahoma..... | Sparta Branch trains | |
| Sparta..... | All Trains..... | |
| Decherd..... | Huntsville Branch Trains..... | |
| Elora..... | All Trains..... | |
| Huntsville..... | All Trains..... | |
| Cowan..... | Tracy City Branch trains | |
| Stevenson..... | Southward Southern Railway trains. | Will use Southern Railway Form 721 |
| Wauhatchie..... | Northward Southern Railway trains | Will use Southern Railway Form 721 |
| Wauhatchie Yard..... | All Trains..... | |
| Bridgeport..... | Sequatchie Valley Branch trains | |
| Junta..... | Knoxville Division trains | Knoxville Division trains |
| Tilford..... | All Trains..... | |

CLEARANCE OF TRAINS

Southward trains originating Junta must obtain Clearance Form A.

Knoxville Division trains using Atlanta Division main track to reach SCL track enroute Bowen Steam Plant may leave Junta without Clearance Form A, unless otherwise instructed by Atlanta Division train dispatcher, or by the Operator at Junta.

Atlanta and/or Knoxville Division trains originating at Hulsey Yard or/Howell Yard must secure Clearance Form A before departing Tilford.

At Elizabeth southward trains from Knoxville Division old line will communicate with Atlanta Division train dispatcher and unless otherwise directed assume same schedule and display same signals, if any, and extra trains will continue as extra trains to their final terminal. Clearance Form A is not required for such trains at Elizabeth.

Engine number need not be shown on Clearance Form A addressed to a regular train.

On recognized holidays No. 643 may assume schedule and leave Tullahoma without Clearance Form A.

On Saturdays and recognized holidays No. 642 may assume schedule and leave Sparta without Clearance Form A.

No. 645 may assume schedule and leave Winchester without Clearance Form A.

No. 644 may assume schedule and leave Elora without Clearance Form A.

Except when train order office is open No. 646 may assume schedule and leave Huntsville without Clearance Form A.

No. 647 may assume schedule and leave Elora without Clearance Form A.

No. 649 may turn at any station between Sewanee and Coalmont and No. 648 may assume schedule and leave any station between Coalmont and Sewanee without Clearance Form A.

On Saturdays and recognized holidays, No. 637 may assume schedule and leave Bridgeport without Clearance Form A and may turn at any station between Richard City and Lee, and No. 636 may assume schedule and leave any station between Lee and Richard City without Clearance Form A.

No. 636 may assume schedule and leave Pikeville without Clearance Form A.

YARD LIMITS

Nashville Terminal
 Wauhatchie Terminal
 Atlanta Terminal
 Tullahoma (Sparta Branch)
 Decherd (Huntsville Branch)—Winchester
 Huntsville
 Cowan (Tracy City Branch)
 Bridgeport (Sequatchie Valley Branch)
 North Yard (Knoxville Division)
 Elizabeth (Knoxville Division)

RAILROAD CROSSINGS AT GRADE

| Location | Railroad | Protection |
|-------------------|-------------------|---------------|
| Huntsville..... | Southern..... | Electric Lock |
| Wheland..... | Southern..... | Interlocking |
| Tyner Branch..... | Southern..... | Stop Boards |
| Dalton..... | Southern..... | Interlocking |
| Howell..... | Southern-SCL..... | Interlocking |

DRAWBRIDGE

| Location | Mile | Protection |
|----------------------|------------|------------|
| Tennessee River..... | 123.1..... | CTC..... |

EXCEPTION TO RULE 99

Unless otherwise directed by train order, the following trains will not protect against following extra trains between points shown:

| Trains | Between |
|-----------------------|--------------------------|
| Nos. 643 and 642..... | Tullahoma and Sparta |
| Nos. 637 and 636..... | Bridgeport and Pikeville |
| Nos. 645 and 644..... | Winchester and Elora |
| Nos. 646 and 647..... | Huntsville and Elora |
| Nos. 649 and 648..... | Cowan and Coalmont |

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

RULE 104(b) IS CHANGED TO READ AS FOLLOWS:

A train must not foul a main track until switches connected with the movement are properly set, or in the case of spring or automatic switches, the normal route is seen to be clear.

A train must not foul other tracks until the normal route is seen to be clear.

Switches used must not be restored to normal position until movement is completed or clear of the main track involved.

When waiting to cross from one track to another and during the approach and passage of a train on the track or tracks involved, all switches connected with the movement must be in normal position.

EXCEPTION TO RULE 104(d). DERAILS ON INDUSTRIAL SPURS AND BRANCHES

For train movement purposes only, trains may be operated on the following designated branches and Industrial Spurs without train orders.

A derail has been installed at the entrance to each of these branches and Industrial Spurs. Derail will be kept set in the normal position at all times except when the spur is occupied by a train. When the derail is set in the normal position (set to derail), it will indicate that no train or engines is operating on the spur or branch and movement on spur or branch may be made.

When the derail is set and locked off the rail, it will indicate the spur or branch is occupied by a train and no other movement may be made unless protected in accordance with Rule 99.

| Location | Name of Branch or Spur |
|----------------|------------------------|
| Wartrace..... | Shelbyville Branch |
| Elora..... | Fayetteville Branch |
| Tyner Jct..... | Tyner Spur |

Continued on page 7

SOUTHWARD

NASHVILLE AND WAUHATCHIE YARD

| SECOND CLASS | | | | | | | | | | | Distance from Louisville Via Nashville | TIME TABLE No. 6 Takes effect Sunday September 16, 1973 12:01 a.m. Central Standard Time | | |
|--------------|-----------------|---------------|-------------------------------|----------------|----------------|-----------------|-----------------|------|--------|---|---|---|--|--|
| | 601 | 635 | 633 | 623 | 621 | 685 | 691 | | | | | | | |
| | Fast Freight | Freight | Freight | Piggy- back | Piggy- back | Fast Freight | Fast Freight | | | | | | | |
| | Daily P.M. | Daily P.M. | Daily ex. Saturday P.M. | Daily P.M. | Daily A.M. | Daily A.M. | Daily A.M. | | | | | | | |
| | | | | | 12.30 | 9.30 | | 2.00 | 186.50 | L | NASHVILLE | 0 | | |
| | 10.30 | 6.00 | | | | | 9.30 | | 190.00 | | RADNOR | 0 | | |
| | | | | | | | | | 191.13 | | GLENCLIFF | | | |
| | | | | | | | | | 193.51 | | DANLEY | | | |
| | | | | | | | | | 202.17 | | LAVERGNE | | | |
| | | | | | | | | | 206.64 | | SMYRNA | | | |
| | | | | | | | | | 218.12 | | MURFREESBORO | | | |
| | | | | | | | | | 231.81 | | FOSTERVILLE | | | |
| | | | | | | | | | 241.52 | | WARTRACE | | | |
| | | | | | | | | | 254.85 | | TULLAHOMA | | | |
| | | | | | | | | | 268.76 | | DECHERD | | | |
| | | | | 1.50 | | | | | 273.80 | | COWAN | | | |
| | | | | | | | | | 276.63 | | ROCKLEDGE | | | |
| | | | | | | | | | 281.01 | | TANTALLON | | | |
| | | | | | | | | | 282.85 | | SHERWOOD | | | |
| | | | | | | | | | 288.69 | | ANDERSON | | | |
| | | | | | | | | | 299.47 | | STEVENSON | 0 | | |
| | | | | | | | | | 305.79 | | WIDOWS CREEK | | | |
| | | | | | | | | | 309.05 | | BRIDGEPORT | | | |
| | | | | | | | | | 310.26 | | HALE | | | |
| | | | | | | | | | 314.34 | | ALATEN | | | |
| | | | | | | | | | 320.26 | | JAMES | | | |
| | | | | | | | | | 330.28 | | WILDWOOD | | | |
| | 3.30 | 11.30 | 5.55 | 4.00 | 1.30 | 2.30 | 8.00 | | 333.20 | A | WAUHATCHIE YARD | 0 | | |
| | | | | | | | | | 332.23 | | WAUHATCHIE | 0 | | |
| | | | | | | | | | 334.19 | | LOOKOUT | | | |
| | | | | | | | | | 335.60 | | ALTON PARK JCT. | | | |
| | | | | | | | | | 338.59 | | C. T. TOWER | | | |
| | | | | | | | | | 338.90 | | EAST END AVE. | | | |
| | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | | | | | | | |
| | Daily | Daily | Daily ex. Saturday | Daily | Daily | Daily | Daily | | | | | | | |
| | 601 | 635 | 633 | 623 | 621 | 685 | 691 | | | | | | | |

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

WAUHATCHIE YARD AND NASHVILLE

NORTHWARD

| TIME TABLE No. 6 Takes effect Sunday September 16, 1973 12:01 a.m. Central Standard Time | | Car Capacity of Sidings Based on 55 feet per car | SECOND CLASS | | | | | | | | | | | | | | | | | |
|---|------------------------|---|------------------------|---------------|---------------|-----------------------------|-----------------------------|---------------|---------------|--------------|--|--|--|--|--|--|--|--|--|--|
| | | | 684 | 620 | 622 | 632 | 688 | 634 | 682 | | | | | | | | | | | |
| | | | Fast Freight | Piggy-back | Piggy-back | Freight | Freight | Freight | Fast Freight | | | | | | | | | | | |
| | | | Daily A.M. | Daily A.M. | Daily A.M. | Daily ex. Sunday A.M. | Daily P.M. | Daily A.M. | Daily P.M. | | | | | | | | | | | |
| A | NASHVILLE | 0 | Yard | | 6.15 | 9.30 | | | | | | | | | | | | | | |
| | RADNOR | 0 | Yard | 7.30 | | | | 12.01 | 12.30 | 9.30 | | | | | | | | | | |
| | GLENCLIFF | | | | | | | | | | | | | | | | | | | |
| | DANLEY | | | | | | | | | | | | | | | | | | | |
| | LAVERGNE | | 69 | | | | | | | | | | | | | | | | | |
| | SMYRNA | | 72 | | | | | | | | | | | | | | | | | |
| | MURFREESBORO | | 131 | | | | | | | | | | | | | | | | | |
| | FOSTERVILLE | | 128 | | | | | | | | | | | | | | | | | |
| | WARTRACE | | 156 | | | | | | | | | | | | | | | | | |
| | TULLAHOMA | | 155 | | | | | | | | | | | | | | | | | |
| | DECHERD | | W1-75 W2-76 | | | | | | | | | | | | | | | | | |
| | COWAN | | E112 W1-82 W2-81 | | | | 9.30 | | | | | | | | | | | | | |
| | ROCKLEDGE | | | | | | | | | | | | | | | | | | | |
| | TANTALLON | | | | | | | | | | | | | | | | | | | |
| | SHERWOOD | | | | | | | | | | | | | | | | | | | |
| | ANDERSON | | 64 | | | | | | | | | | | | | | | | | |
| | STEVENSON | 0 | | | | | | | | | | | | | | | | | | |
| | WIDOWS CREEK | | 112 | | | | | | | | | | | | | | | | | |
| | BRIDGEPORT | | 74 | | | | | | | | | | | | | | | | | |
| | HALE | | | | | | | | | | | | | | | | | | | |
| | ALATEN | | | | | | | | | | | | | | | | | | | |
| | JAMES | | | | | | | | | | | | | | | | | | | |
| | WILDWOOD | | | | | | | | | | | | | | | | | | | |
| L | WAUHATCHIE YARD | 0 | Yard | 1.00 | 2.00 | 4.45 | 5.15 | 7.00 | 3.45 | 4.00 | | | | | | | | | | |
| | WAUHATCHIE | 0 | | | | | | | | | | | | | | | | | | |
| | LOOKOUT | | | | | | | | | | | | | | | | | | | |
| | ALTON PARK JCT. | | | | | | | | | | | | | | | | | | | |
| | C. T. TOWER | | | | | | | | | | | | | | | | | | | |
| | EAST END AVE. | | | | | | | | | | | | | | | | | | | |
| | | | | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | | | | | | | | | | |
| | | | | Daily | Daily | Daily | Daily ex. Sunday | Daily | Daily | Daily | | | | | | | | | | |
| | | | | 684 | 620 | 622 | 632 | 688 | 634 | 682 | | | | | | | | | | |

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

SOUTHWARD

WAUHATCHIE YARD AND ATLANTA

SECOND CLASS

| SECOND CLASS | | | | | | | | | | | Distance from Louisville Via Nashville | TIME TABLE No. 6 Takes effect Sunday September 16, 1973 1:01 a.m. Eastern Standard Time |
|-----------------------------|---------------------|-----------------|----------------|----------------|-----------------------------|---------------------|-----------------|-----------------|-----------------|----------|---|--|
| 839 | 623 | 685 | 829 | 621 | 631 | 691 | 869 | 681 | 867 | STATIONS | | |
| Local Freight | Piggy- back | Fast Freight | Piggy- back | Piggy- back | Local Freight | Fast Freight | Fast Freight | Fast Freight | Fast Freight | | | |
| Daily ex. Sunday P.M. | Daily P.M. | Daily P.M. | Daily P.M. | Daily P.M. | Daily ex. Sunday P.M. | Daily A.M. | Daily A.M. | Daily A.M. | Daily A.M. | | | |
| | 5.00 | 4.00 | | 2.30 | 1.00 | 10.15 | | 5.00 | | 333.20 | L WAUHATCHIE YARD 0 0.99 | |
| | | | | | | | | | | 334.19 | LOOKOUT 1.41 | |
| | | | | | | | | | | 335.60 | ALTON PARK JCT. 2.99 | |
| | | | | | | | | | | 338.59 | C. T. TOWER 0.31 | |
| | | | | | | | | | | 338.90 | EAST END AVE. 3.64 | |
| | | | | | | | | | | 342.54 | BOYCE 11.71 | |
| | | | | | | | | | | 354.25 | GRAYSVILLE 13.46 | |
| | | | | | | | | | | 367.71 | TUNNEL HILL 7.78 | |
| | | | | | | | | | | 375.49 | DALTON 8.78 | |
| | | | | | | | | | | 384.27 | TILTON 6.15 | |
| | | | | | | | | | | 390.42 | RESACA 5.80 | |
| | | | | | | | | | | 396.22 | CALHOUN 3.28 | |
| | | | | | | | | | | 399.50 | McDANIELS 6.25 | |
| | | | | | | | | | | 405.75 | ADAIRSVILLE 4.75 | |
| | | | | | | | | | | 410.50 | HALLS 4.92 | |
| | | | | | | | | | | 415.42 | KINGSTON 10.53 | |
| | | | 4.00 | | | | 8.00 | | 12.01 | 425.95 | JUNTA 0 0.51 | |
| | | | | | | | | | | 426.46 | CARTERSVILLE 3.93 | |
| | | | | | | | | | | 430.39 | EMERSON 6.76 | |
| | | | | | | | | | | 437.15 | ACWORTH 5.95 | |
| | | | | | | | | | | 443.10 | KENNESAW 6.98 | |
| | 6.15 | | | | | | | | | 450.08 | ELIZABETH 1.23 | |
| | | | | | | | | | | 451.31 | MARIETTA 0.53 | |
| | | | | | | | | | | 451.84 | ROSEWOOD 4.92 | |
| | | | | | | | | | | 456.76 | SMYRNA 3.85 | |
| | | | | | | | | | | 460.61 | VININGS 6.18 | |
| | 7.45 | 8.30 | 9.00 | 5.25 | 6.30 | 11.30 | 2.00 | 10.00 | 9.30 | 1.45 | 466.79 | A TILFORD 0 1.96 |
| | | | | | | | | | | | 468.75 | HOWELL TOWER 0 2.69 |
| | | | | | | | | | | | 471.44 | ATLANTA |
| | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | A.M. | A.M. | | |
| | Daily ex. Sunday | Daily | Daily | Daily | Daily | Daily ex. Sunday | Daily | Daily | Daily | Daily | | |
| | 839 | 623 | 685 | 829 | 621 | 631 | 691 | 869 | 681 | 867 | | |

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

ATLANTA AND WAUHATCHIE YARD

NORTHWARD

| TIME TABLE No. 6 Takes effect Sunday September 16, 1973 1:01 a.m. Eastern Standard Time | Car Capacity of Stalings based on 55 feet per car | SECOND CLASS | | | | | | | | | |
|--|--|--------------|------------|--------------|------------------|--------------|--------------|--------------------|--------------|--------------|------------|
| | | 828 | 622 | 688 | 838 | 866 | 682 | 630 | 868 | 684 | 620 |
| | | Piggy-back | Piggy-back | Freight Fast | Local Freight | Fast Freight | Fast Freight | Local Freight | Fast Freight | Fast Freight | Piggy-back |
| | | Daily | Daily | Daily | Daily ex. Sunday | Daily | Daily | Daily ex. Saturday | Daily | Daily | Daily |
| STATIONS | | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | A.M. | A.M. |
| A WAUHATCHIE YARD O | Yard | | 5.45 | 7.00 | | | 4.00 | 11.00 | | 1.00 | 2.00 |
| 0.99 LOOKOUT | | | | | | | | | | | |
| 1.41 ALTON PARK JCT. | | | | | | | | | | | |
| 2.99 C. T. TOWER | | | | | | | | | | | |
| 0.31 EAST END AVE. | | | | | | | | | | | |
| 3.64 BOYCE | 74 | | | | | | | | | | |
| 11.71 GRAYSVILLE | 117 | | | | | | | | | | |
| 13.46 TUNNEL HILL | 116 | | | | | | | | | | |
| 7.78 DALTON | 75 | | | | | | | | | | |
| 8.78 TILTON | 57 | | | | | | | | | | |
| 6.15 RESACA | 171 | | | | | | | | | | |
| 5.80 CALHOUN | | | | | | | | | | | |
| 3.28 McDANIELS | 69 | | | | | | | | | | |
| 6.25 ADAIRSVILLE | 56 | | | | | | | | | | |
| 4.75 HALLS | 64 | | | | | | | | | | |
| 4.92 KINGSTON | 108 | | | | | | | | | | |
| 10.53 JUNTA O | 71 | 2.00 | | | | 10.00 | | | 6.00 | | |
| 0.51 CARTERSVILLE | | | | | | | | | | | |
| 3.93 EMERSON | 76 | | | | | | | | | | |
| 6.76 ACWORTH | W46 E62 | | | | | | | | | | |
| 5.95 KENNESAW | 108 | | | | | | | | | | |
| 6.98 ELIZABETH | E109 W68 | | | | 3.40 | | | | | | |
| 1.23 MARIETTA | | | | | | | | | | | |
| 0.53 ROSEWOOD | 56 | | | | | | | | | | |
| 4.92 SMYRNA | W67 E69 | | | | | | | | | | |
| 3.85 VININGS | 54 | | | | | | | | | | |
| 6.18 L TILFORD O | Yard | 12.40 | 1.00 | 2.00 | 2.30 | 8.15 | 11.00 | 2.00 | 4.30 | 7.00 | 10.30 |
| 1.96 HOWELL TOWER O | | | | | | | | | | | |
| 2.69 ATLANTA | Yard | | | | | | | | | | |
| | | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. |
| | | Daily | Daily | Daily | Daily ex. Sunday | Daily | Daily | Daily ex. Saturday | Daily | Daily | Daily |
| | | 828 | 622 | 688 | 838 | 866 | 682 | 630 | 868 | 684 | 620 |

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

| SOUTHWARD | | | | SEQUATCHIE VALLEY BRANCH | | | | NORTHWARD | | | | SOUTHWARD | | | | HUNTSVILLE BRANCH | | | | NORTHWARD | | | |
|--------------|------------------|---|---|--------------------------|---|------------------|------------|------------------|------------------|---|---|--------------------------------|---|------------------|------------------|-------------------|------------|------------|--|-----------|--|--|--|
| SECOND CLASS | | Distance from Louisville Via Nashville | TIME TABLE No. 6 Takes effect Sunday September 16, 1973 12:01 a.m. Central Standard Time | | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS | | SECOND CLASS | | Distance from Louisville Via Nashville | TIME TABLE No. 6 Takes effect Sunday September 16, 1973 12:01 a.m. Central Standard Time | | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS | | | | | | | | | |
| | 637 | | | | | | 636 | | | | | 647 | | 645 | | | 644 | 646 | | | | | |
| | Freight | | | | | | Freight | | | | Freight | Freight | | | | | Freight | Freight | | | | | |
| | Daily ex. Sunday | | | | Daily ex. Sunday | | | Daily ex. Sunday | Daily ex. Sunday | | | | Daily ex. Sunday | Daily ex. Sunday | | | | | | | | | |
| | A.M. | | | | P.M. | | | A.M. | A.M. | | | | P.M. | A.M. | | | | | | | | | |
| | 6.00 | 309.05 | L | BRIDGEPORT O A | Yard | 1.15 | | | 10.00 | 268.76 | L | DECHERD O A | Yard | 1.00 | | | | | | | | | |
| | 6.10 | 311.94 | | RICHARD CITY | 13 | 12.43 | | | 10.10 | 271.91 | | WINCHESTER | 28 | 12.35 | | | | | | | | | |
| | 6.25 | 313.98 | | SOUTH PITTSBURG O | 21 | 12.33 | | | 10.25 | 277.81 | | BELVIDERE | 12 | 12.20 | | | | | | | | | |
| | 6.34 | 316.75 | | KIMBALL | 28 | 12.13 | | | 10.35 | 280.74 | | MAXWELL | 16 | 12.10 | | | | | | | | | |
| | 6.45 | 320.82 | | JASPER | 13 | 12.01 | | | 10.45 | 283.23 | | BEANS CREEK | 8 | 12.01 | | | | | | | | | |
| | 6.55 | 324.60 | | SEQUATCHIE | 20 | 11.45 | | | 10.50 | 284.68 | | HUNTLAND | 20 | 11.45 | | | | | | | | | |
| | 7.05 | 328.06 | | VICTORIA | 19 | 11.32 | | | 11.25 | 11.05 | 290.33 | L A ELORA L A | 19 | 11.30 | 11.00 | | | | | | | | |
| | 7.20 | 331.65 | | WHITWELL | 7 | 11.20 | | | 11.40 | 295.42 | | PLEVNA | 15 | | 10.30 | | | | | | | | |
| | 7.58 | 346.05 | | DUNLAP | 16 | 10.35 | | | 11.50 | 299.52 | | NEW MARKET | 15 | | 10.20 | | | | | | | | |
| | 8.15 | 351.32 | | MT. AIRY | 8 | 10.15 | | | 12.01 | 303.74 | | DEPOSIT | 8 | | 10.10 | | | | | | | | |
| | 8.24 | 353.95 | | PAILO | 5 | 10.05 | | | 12.10 | 305.93 | | BELL FACTORY | 33 | | 10.00 | | | | | | | | |
| | 8.32 | 357.39 | | COLLEGE | 15 | 9.55 | | | 12.25 | 311.12 | | CHASE | 7 | | 9.45 | | | | | | | | |
| | 8.42 | 360.99 | | LEE | 13 | 9.45 | | | 12.40 | 317.17 | A | HUNTSVILLE O L | Yard | | 9.30 | | | | | | | | |
| | 9.00 | 365.93 | A | PIKEVILLE L | Yard | 9.30 | | | | | | | | | | | | | | | | | |
| | A.M. | | | | | A.M. | | | P.M. | A.M. | | | | A.M. | A.M. | | | | | | | | |
| | Daily ex. Sunday | | | | | Daily ex. Sunday | | | Daily ex. Sunday | Daily ex. Sunday | | No. 646 is superior to No. 647 | | Daily ex. Sunday | Daily ex. Sunday | | | | | | | | |
| | 637 | | | | | 636 | | | 647 | 645 | | | | 644 | 646 | | | | | | | | |

| SOUTHWARD | | | | TRACY CITY BRANCH | | | | NORTHWARD | | | | SOUTHWARD | | | | SPARTA BRANCH | | | | NORTHWARD | | | |
|--------------|------------------|---|---|-------------------|---|------------------|------------|------------------|-----------------|---|---|-----------------|---|--------------------|--|---------------|------------|--------------------|--|-----------|--|--|--|
| SECOND CLASS | | Distance from Louisville Via Nashville | TIME TABLE No. 6 Takes effect Sunday September 16, 1973 12:01 a.m. Central Standard Time | | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS | | SECOND CLASS | | Distance from Louisville Via Nashville | TIME TABLE No. 6 Takes effect Sunday September 16, 1973 12:01 a.m. Central Standard Time | | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS | | | | | | | | | |
| | 649 | | | | | | 648 | | | | | 643 | | | | | 642 | | | | | | |
| | Freight | | | | | | Freight | | | | Freight | Mon. Wed., Fri. | | | | | Freight | Tues. Thurs., Sat. | | | | | |
| | Daily ex. Sunday | | | | Daily ex. Sunday | | | Daily ex. Sunday | A.M. | | | | Daily ex. Sunday | A.M. | | | | | | | | | |
| | A.M. | | | | P.M. | | | A.M. | | | | | A.M. | | | | | | | | | | |
| | 7.00 | 273.80 | L | COWAN O A | Yard | 12.30 | | | 7.00 | 255.60 | L | TULLAHOMA O A | Yard | 11.00 | | | | | | | | | |
| | 7.55 | 281.79 | | SEWANEE | 18 | 11.25 | | | 7.18 | 264.14 | | BLACK JACK | 36 | 10.30 | | | | | | | | | |
| | 8.25 | 287.53 | | MONTEAGLE | 15 | 10.55 | | | 7.55 | 267.51 | | MANCHESTER O | 16 | 10.15 | | | | | | | | | |
| | 8.45 | 293.64 | | TRACY CITY | Yard | 10.25 | | | 8.10 | 274.95 | | SUMMITTville | 12 | 9.45 | | | | | | | | | |
| | 9.00 | 300.58 | A | COALMONT L | Yard | 10.00 | | | 8.21 | 280.07 | | MORRISON | 12 | 9.30 | | | | | | | | | |
| | A.M. | | | | | A.M. | | | 8.32 | 285.26 | | SMARTTS | 11 | 9.15 | | | | | | | | | |
| | Daily ex. Sunday | | | | | Daily ex. Sunday | | | 10.00 | 289.94 | | McMINNville O | 20 | 9.00 | | | | | | | | | |
| | 649 | | | | | 648 | | | 10.15 | 297.08 | | ROWLAND | 16 | 8.40 | | | | | | | | | |
| | | | | | | | | | 10.25 | 300.25 | | CAMPAIGN | 11 | 8.30 | | | | | | | | | |
| | | | | | | | | | 10.40 | 305.60 | | QUEBECK | 17 | 7.50 | | | | | | | | | |
| | | | | | | | | | 10.50 | 310.01 | | DOYLE | 16 | 7.35 | | | | | | | | | |
| | | | | | | | | | 11.10 | 316.24 | A | SPARTA O L | Yard | 7.00 | | | | | | | | | |
| | | | | | | | | | A.M. | | | | | A.M. | | | | | | | | | |
| | | | | | | | | | Mon. Wed., Fri. | | | | | Tues. Thurs., Sat. | | | | | | | | | |
| | | | | | | | | | 643 | | | | | 642 | | | | | | | | | |

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

SPECIAL INSTRUCTIONS — Continued

SPRING SWITCHES

| Location | End Located | Normal Position |
|----------------------|----------------|--|
| Decherd Sidings..... | South North | Westward Siding No. 1 Westward Siding No. 2 |
| Bridgeport Wye..... | South leg | For Siding |

HOT BOX DETECTOR SYSTEM

Between Nashville and Wauhatchie Yard

| Hot Box Indicators: | Approach Indicators: | Direction: |
|---------------------|----------------------|----------------|
| Pole 25-17 | None | Bi-directional |
| Pole 50-16 | None | Bi-directional |
| Pole 102-7 | Signal 104-2 | North |
| Pole 111-1 | Pole 109-4 | South |

Between Wauhatchie Yard and Atlanta.

| Hot Box Indicators: | Approach Indicators: | Direction: |
|---------------------|----------------------|----------------|
| Pole 37-17 | None | Bi-directional |
| Pole 80-24 | None | Bi-directional |
| Pole 109-27 | None | Bi-directional |

A rotating beacon light, located on mast extended above bungalow of hot box detector at Bass, Ala., will be illuminated when overheated journal is detected on passing train. When illuminated, crews must carefully inspect train during travel between this location and Hot Box Indicator and, if hot journal observed, train must stop immediately for further inspection. If the beacon light is illuminated as train passes and Approach Indicator (flashing white light) or Hot Box "(Hot Box)" Indicator are not functioning, train must stop at Hot Box Indicator for inspection of entire train before proceeding.

When train is stopped because of Hot Box Indicator at a Bi-directional hot box detector, if hot journal is not found on car registered by detector, crew member must inspect the two cars immediately ahead and immediately behind for hot journal, recording initials and numbers of such cars inspected on the printed form. Crew member must also report to the train dispatcher initial and number of the car registered by detector on which no hot journal is detected, and initials and numbers of the two cars immediately ahead and immediately behind which were inspected. Train dispatcher must record this information on train sheet. Both the conductor and engineer are responsible to know the foregoing instructions are met under conditions described. When crew member reports to train dispatcher that no hot journal detected after inspection, train dispatcher must know provisions of these instructions have been complied with before permitting train to proceed.

SPEED RESTRICTIONS

NORMAL SPEED OF TRAINS
in miles per hour

| BETWEEN | Piggy-back & Passenger | Freight Work and Mixed | Pile drivers — Wreckers, Steam shovels, and other top heavy cars |
|---------------------------------------|------------------------|------------------------|--|
| Nashville to Atlanta..... | 60 | 50 | 30 |
| A-1 & A-2 Lines—Radnor..... | 10 | 10 | 10 |
| Shelbyville Branch | | | |
| Wartrace to Mile Post 7..... | 30 | 30 | 25 |
| Mile Post 7 to End..... | 10 | 10 | 10 |
| Sparta Branch | 30 | 30 | 25 |
| Huntsville—Fayetteville Branches..... | 30 | 30 | 25 |
| Tracy City Branch..... | 30 | 30 | 25 |
| Sequatchie Valley Branch..... | 30 | 30 | 25 |
| Tyner Branch..... | 25 | 25 | 20 |
| West End Belt Atlanta..... | 20 | 20 | 10 |

EXCEPTIONS

NORMAL SPEEDS—UNLESS OTHERWISE SPECIFIED
TURNOUTS AND CROSSOVERS

| LOCATION | Miles Per Hour |
|--|----------------|
| GLENCLIFF—End of double track..... | 35 |
| D LINE (pole 7-8) Turnout to yard..... | 35 |
| ROCKLEDGE—North end of double track..... | 20 |
| ROCKLEDGE—South end of double track..... | 30 |
| TANTALLON—End of double track..... | 35 |
| SHERWOOD—End of double track..... | 35 |
| STEVENSON—End of double track..... | 30 |
| WIDOWS CREEK—Crossovers..... | 35 |
| BRIDGEPORT—End of double track..... | 25 |
| HALE—End of double track..... | 25 |
| ALATEN—End of double track..... | 35 |
| JAMES—End of double track..... | 30 |
| WHITESIDE—Crossovers..... | 30 |
| WILDWOOD—Crossover and turnout to yard..... | 20 |
| WILDWOOD—End of double track..... | 35 |
| WAUHATCHIE—Turnout to Southern..... | 35 |
| LOOKOUT—End of double track and turnout to yard..... | 20 |
| Other turnouts and crossovers..... | 15 |
| Other turnouts and crossovers—6-axle engines..... | 10 |

Through Cumberland Mountain Tunnel trains must not exceed 20 miles per hour.

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

L&N wrecker 40022 will be preceded and followed by one car each at least 42'0" long and weighing not more than 100,000 lbs. when operated on Atlanta Division Main Line, except when operated over Bridge 122.6 and 123.1 at Bridgeport, speed will be reduced to 5 miles per hour and two light weight cars placed

SPECIAL INSTRUCTIONS — Continued**EXCEPTIONS—(Continued)**

before and after wrecker, each car not to exceed 50,000 lbs. gross. Careful handling must be given past all station platforms account of center outrigger. L&N 40022 will not be operated on branch lines.

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

At Dalton, trains must not exceed 25 miles per hour over Southern Railway Crossing at grade.

At Junta, trains must not exceed 20 miles per hour when using turnouts to or from Knoxville Division tracks within interlocking limits, except must not exceed 35 miles per hour through turnout from Atlanta Division main track to Knoxville Division main track.

Trains handling L&N 200000 series covered hoppers will not exceed speed of 10 miles per hour during movement in sidings.

Trains handling scale test cars are restricted to 25 miles per hour.

Trains handling units of welded rail must not exceed 40 miles per hour and must be handled near head end of the train, and in no case will such rail be handled more than ten cars from the pulling locomotive. Empty welded rail equipment cars must be handled on rear of train.

Cars rebrassed on line-of-road will be handled in local freights confined to speed of 5 miles per hour for first 10 minutes, gradually increasing speed during next 10 minutes to 25 miles per hour, which speed will not be exceeded during trip to next terminal, where repairs will be made.

Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than 40 miles per hour, the lower speed must be observed. These instructions do not apply to loaded chip wood cars in Series L&N 31000 to 32054. It will be the responsibility of the conductor to notify the engineer when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

The normal speed on this division for piggyback trains operating between Chicago and Atlanta and between Cincinnati and Atlanta commonly referred to as 620, 621, 622, 623, 828 and 829 or additional sections of such trains being run especially for handling piggyback shipments, is 60 miles per hour, or not to exceed normal speed of passenger trains when such speed is less than 60 miles per hour, except on curves where speed for freight trains is less than passenger trains the freight train speed must not be exceeded; and when slow orders are issued which reduce the speed of passenger trains the speed of freight trains in such territory must not be exceeded. When Knoxville Division trains Nos. 828 and 829 are handled by six axle locomotives, freight train speeds and all freight train restrictions between Junta and Tilford must be observed. Neither tank cars nor open top cars, loaded or empty, may be handled, except by special permission. When handled, freight train speed will apply.

Movement over the new scales in siding (inbound) at North Yard, Ga., must not exceed 10 miles per hour.

USE OF AIR BRAKE AND TRAIN HANDLING BETWEEN COWAN AND SHERWOOD

Helper engines must not attach to trains that are in motion.

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

When trains are to be pushed, air must be coupled between train and helper engine.

When freight trains are handling at or near the rear of their train, engines of light construction in tow, cars not having steel underframe, defective equipment, or any other light equipment, which conductor or inspector does not consider safe to be pushed, such trains must be doubleheaded by helper engines. Before reaching point where helper engines are to be attached, conductors of trains handling such equipment must notify the train dispatcher and obtain instructions as to whether to set it out or handle as outlined.

Unless otherwise instructed, southward passenger trains to be helped from Cowan, and using main track, will stop just north of Absolute Block Signal located at Pole 86-20 for helper engine to be attached.

Enginemen of southward passenger trains must observe the following when necessary to stop at Rockledge:

(a) Gradually reduce throttle, according to speed, to "idle" position, and maintain that position until stop is made.

(b) When engine, or engines, are just south of tunnel, engineman controlling train brakes must make a 10 pound brake pipe reduction and independent brake valve must be left in running position until stop is made. If necessary, additional reduction or reductions of 4 or 5 pounds each must be made and, if necessary, brakes must be graduated off in the usual manner. Stop must be made with minimum brake pipe reduction.

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

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

(d) If leading engine is detached, engineman of that engine must complete a 20 pound brake pipe reduction before engine is detached. Engineman of second engine must not cut in automatic brake valve until ready to proceed, unless leakage reduces brake pipe pressure below 70 pounds. In this event, engineman must place automatic brake valve in lap position, open double heading cock, and make successive graduated release movements from lap to running positions to restore brake pipe pressure to 90 pounds.

Southward freight trains to be helped will stop with front of train near Absolute Signal located at Pole 86-20, except when necessary to move beyond that point to clear north switches of sidings.

When a freight train is to be pushed and helper engine has been attached to rear, engineman of helper engine must sound signal, Rule 14(b) and rear brakeman must then give signal, Rule 12(c). Engineman of leading engine must then, if ready to proceed and is authorized to do so, sound signal, Rule 14(b), and front brakeman must then give signal, Rule 12(c). Radio communications may be used in lieu of signals referred to.

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

SPECIAL INSTRUCTIONS — Continued**USE OF AIR BRAKE AND TRAIN HANDLING
BETWEEN COWAN AND SHERWOOD — Continued**

gradually to avoid accelerating faster than the helper engine is moving.

When helper engine is attached to rear of a southward freight train on main track near Absolute Block Signal located at Pole 86-20, or on a siding, engineman of leading engine must, after train is started, work suitable throttle to control speed of train until leading engine has crossed public crossing at grade just north of depot, then gradually increase throttle as may be necessary, and engineman of helper engine must, after train is started, gradually reduce throttle as may be necessary to control speed of train, until leading engine has crossed public crossing at grade just north of depot, then gradually increase throttle as may be necessary.

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

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

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

Handling southward freight or mixed trains on Cumberland Mountain:

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

When a stop at Rockledge is to be made initial reduction of 10 pounds must be made regardless of train length and such succeeding reductions of 4 or 5 pounds each as may be necessary to complete the stop. Brakes on the engine must apply with the train brakes and be held applied until the stop is made. Should the brake cylinder pressure on the engine exceed 35 pounds, the independent brake valve must be used to maintain a maximum pressure of 35 pounds. Train and engine brakes must not be released in any instance until stop is made. After stop is made, enginemen will hold independent brake on engine or engines in full application while standing at Rockledge.

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

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

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

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

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

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

**USE OF RETAINERS AND AIR
BRAKES ON HEAVY GRADES**

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

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are effective between Tilford and Thurmond St., Atlanta, except within Interlocking limits.

Rule 291 applies when Dwarf Signals 0.8, 1.8 and 1.9 between Atlanta Union Station and Howell Interlocking are displaying red signal aspect.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Rules are effective:

Between signal bridge just south of 4th Avenue, Nashville, and Tilford except within interlocking limits; between Radnor and Danley (D-Line); and between Wildwood and Wauhatchie Yard.

Should southward Absolute Block Signals at Bridgeport or northward Absolute Block Signals at Hale indicate "Stop", in addition to obtaining permission of the train dispatcher at Cowan to pass such signal as provided by Rule 552, no part of train may be moved onto drawbridge until engineer or conductor has been verbally informed by bridgetender that draw is in safe position for movement of train.

Absolute block bracket signals, where one or more signal units are attached to mast and one signal unit attached to bracket, are located at south end of southward siding, Smyrna, Ga., governing southward movements; north end southward siding at Elizabeth, Ga., governing northward movements; south end southward siding at Acworth, Ga., governing southward movements. These bracket signals are located at the right of siding. Signal units on mast govern movements on main track and signal unit on bracket governs movement from siding.

Where Normal Speed is more than twenty (20) miles per hour, trains must not clear main track at hand operated switches to meet or be passed by another train, except where such hand operated switch is equipped with electric lock. Trains using hand operated switch not equipped with electric lock must leave main track occupied by engine or car, or main track switch open.

SPECIAL INSTRUCTIONS — Continued**INTERLOCKING**

Interlocking Rules are effective:

| | |
|--------------------|--|
| Wauhatchie | Junta |
| Wheland (Mile 336) | Tilford (L&N Receiving Yard Junction) |
| C. T. Tower | Howell |
| Dalton | Atlanta (West End Belt SCL Junction) |

For movement on main tracks between East End Ave. and Wheland, Operator at C T Tower and train dispatcher at Dalton must communicate with each other to determine that the route is clear before giving a train permission to pass an interlocking signal indicating Stop at C T interlocking.

If Wheland Automatic Interlocking signal indicates "Stop" and it is evident that no Southern Railway Belt train is approaching, push the "Clear" push button corresponding to the L&N track that is occupied. Time release is set at one (1) minute. If it is necessary to place a signal back to stop after it has been cleared, the "Cancel" button should be pushed. Rule 672 applies.

For movement on main track between Wauhatchie and Look-out, Operator at Wauhatchie and train dispatcher at Dalton must communicate with each other to determine that the route is clear before giving a train permission or a hand signal to pass an interlocking signal indicating "Stop".

Interlocking at Dalton is under control of train dispatcher at Dalton.

MAXIMUM ALLOWABLE GROSS WEIGHT

EXCEPT ON AUTHORITY OF THE CHIEF DISPATCHER, THE FOLLOWING INSTRUCTIONS APPLY:

Four-axle cars exceeding 263,000 pounds gross weight must not be moved between Nashville and Atlanta, except four-axle cars exceeding 256,000 pounds gross weight must not be moved on Bridges 122.6 and 123.1. Four-axle cars exceeding 263,000 pounds gross weight must not be moved on the Shelbyville Branch and the Tracy City Branch. Four axle cars exceeding 220,000 pounds gross weight must not be moved on the Sparta Branch, Huntsville Branch and the Sequatchie Valley Branch except as follows:

Between Decherd, Tennessee and Huntland, Tennessee, Huntsville Branch, trains may handle four-axle jumbo hopper cars when gross weight of car and lading does not exceed 251,000 pounds and, in addition, each car with gross weight exceeding 220,000 pounds shall be placed between two light cars, and gross weight of each light car cannot exceed 50,000 pounds; between Tullahoma and McMinnville on the Sparta Branch four-axle jumbo tank cars may be handled when gross weight of car and lading does not exceed 251,000 pounds, provided each car exceeding 220,000 pounds is placed between two lightweight four-axle cars, each of which shall not exceed 50,000 pounds gross weight, and this group of three cars separated from any other engine or any other car exceeding 210,000 pounds gross weight by at least three cars. Speed over bridges 32.1 and 33.9 shall not exceed a maximum of 10 miles per hour while handling these cars; Jumbo tank cars consigned to Spar Gas, Inc., Doyle, Tennessee, will have a gross weight of 235,000 pounds, and may be handled on Sparta Branch only when placed between two light weight, four-axle cars, each of which shall not exceed 50,000 pounds gross weight, and this group of cars separated from any other engine or any other car exceeding 210,000 pounds

gross weight by at least three cars. Speed over bridges 37.3, 47.3 and 60.8-S must not exceed 10 miles per hour while handling these jumbo tank cars.

Conductors are responsible to know that these instructions are complied with.

CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAINS

Attention is called to Tennessee State Law, Section 65-1208 of the Code, reading in part as follows:

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

"Subsection 4. Every railroad company shall keep the engineer, fireman, or some other person upon the locomotive, always upon the lookout ahead; and when any person, animal, or other obstruction appears upon the road the alarm whistle shall be sounded, the brakes put down, and every possible means employed to stop the train and prevent an accident."

Subsection 3 above is applicable at the following incorporated towns:

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

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

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

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

Section 94-506 of the 1933 Code of Georgia, as amended, requires engineer operating the locomotive of any railroad train to sound grade crossing signals with two long, one short and one long blast of the locomotive whistle, beginning at blow post located 400 yards from the center of intersection at grade with any public road or street crossing at grade, said blast of whistle

SPECIAL INSTRUCTIONS — Continued

CITY ORDINANCES AND REGULATIONS — Continued

to be loud and distinct. In addition thereto, on reaching the blow post for the crossing and while approaching said crossing, he shall keep and maintain a constant and vigilant lookout along the track ahead of said engine, and shall otherwise exercise due care in approaching said crossing, in order to avoid doing injury to any person or property which may be on said crossing, or upon the line of said railway at any point within 50 feet of such crossing.

At Shelbyville, flagman must precede any car or train being moved on public crossings at grade at Deery, Jefferson, Brittain, North Main, Spring Streets, U.S. Highway No. 41-A, North Cannon Boulevard, and Thompson Street.

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

At Sparta, flagman must immediately precede any car or engine being moved on crossing at grade at Highway S-70.

At Redstone Arsenal and Rocket, between main line and Yard, trains must stop before moving onto public crossings at grade and flagman must immediately precede such trains on these crossings.

At Richard City, a flagman must immediately precede any car or train being moved onto public crossing at grade at Lee Highway.

CITY ORDINANCES GOVERNING SPEED OF TRAINS
WITHIN CORPORATE LIMITS

Smyrna, Tenn. 35 miles per hour
 Murfreesboro 40 miles per hour
 Wartrace 25 miles per hour
 Estill Springs 30 miles per hour
 Speed applies between Pole 76-2 and Pole 78-16.

Decherd 30 miles per hour
 Stevenson 25 miles per hour
 Huntsville 30 miles per hour
 except trains must not exceed 10 miles per hour over crossings at grade at Oakwood Avenue, Abingdon Street, Orchard Street, Wheeler Street, Holmes Avenue, Clinton Avenue, Leeman's Ferry Road, Bob Wallace Avenue, Drake Avenue and Memorial Parkway, except after the front of train has cleared crossing, speed may be increased to normal speed. In addition, flagman must immediately precede any car or train being moved on crossings at Holmes Avenue, Clinton Avenue and Memorial Parkway.

Chattanooga 8 miles per hour over Main Street, Thirteenth Street, Broad Street, Market Street, King Street. When the front of a train has cleared the crossings named, the speed may be increased to not exceed 10 miles per hour.

Dalton 35 miles per hour
 except Normal Speed may be resumed after engine of northward train clears Tyler Street (Pole 99-28), and after engine of southward train clears Brickyard Road (Pole 95-23).

Calhoun 35 miles per hour
 except when engine clears Industrial Park Road (1st road crossing north of Drive-In Theater) trains in southward direction and Fain Street (3rd street crossing north of depot) trains in northward direction may resume Normal Speed.

Adairsville 35 miles per hour
 Kingston 35 miles per hour
 Cartersville 25 miles per hour
 except when engine clears Carter Street (3rd Street north of depot) trains in northward direction and Cook Street (4th Street south of depot) trains in southward direction, speed may be increased to 45 miles per hour for passenger trains and 40 miles per hour for freight trains.

Acworth 25 miles per hour
 Marietta 25 miles per hour
 Smyrna, Ga. 30 miles per hour
 Atlanta 25 miles per hour

Trains on public crossings at grade:

| | Miles Per Hour |
|--|----------------|
| GLENCLIFF—Thompson Lane | 45 |
| MURFREESBORO—Salem Pike and Main Street..... | 30 |
| TULLAHOMA—Brown, Hogan, Grundy, Lincoln, Lauderdale, and Warren Streets | 25 |
| DECHERD—Crossing just south of depot | 30 |
| Trains on tracks other than main track of main line must stop before fouling this crossing. | |
| COWAN—Crossing just north of depot | 30 |
| After the front of a train has cleared this crossing, the speed may be increased to normal speed. | |
| Trains on tracks other than main track of main line must approach this crossing prepared to stop and will stop if crossing is not clear of pedestrians and vehicles. | |

WATER STATIONS for diesels, steam generators, locomotive cranes, wreckers, etc.:

Murfreesboro: West of main track near Pole 31-20.

(a) Wartrace: North of Highway 64 crossing, west of siding.

Tullahoma: South end of depot east of main track.

Decherd: Just south of depot west of main track.

Cowan: East of eastward siding near Pole 86-24.

(c) Bridgeport: Just south of depot between branch lead and house track.

(c) Summit: Near Pole 138-4.

Ringgold: East side of depot.

Dalton: West side of tracks.—Just south of "CTC" tower.

(a) Kingston: East side of depot, under "freight room door."

(c) Junta: Tower—Will reach Atlanta Division and Knoxville Division Mains.

(a) Hose will not reach main track.

(b) Hose will not reach southward main track.

(c) Not equipped with fittings for filling generator tanks.

At stations where a drain valve is provided between hydrant and hose connection, the valve must be left in open position after using.

MISCELLANEOUS SPECIAL INSTRUCTIONS

Six-Axle Diesel Units must be kept off side tracks.

At Fayetteville, main track switches at both legs of wye may be left as used.

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

Trains handling wreckers, locomotive cranes, pile drivers, or similar equipment, on their own wheels, on Sparta, Huntsville, Fayetteville, and Sequatchie Valley Branches, must have 2 light

MISCELLANEOUS SPECIAL INSTRUCTIONS — Continued

cars between engine and such equipment: between each unit of such equipment or other heavy equipment for movement on these branches. L&N wreckers must not be handled on Bridge 38.1 Fayetteville Branch.

L&N owned locomotive cranes on their own wheels must not be moved without the crane operator accompanying the crane.

Company service oil tank cars, Series 40917-40942, must be handled in local freight service not more than four cars ahead of caboose. Where two such cars are handled in the same train, they must not be coupled to each other. Cars in Series 40966-40987 must be handled near head of train.

When Jordan Spreader is handled in a train it must be placed with the forward end toward engine.

Between north switch of North Yard and Junta Interlocking trains will use tracks as instructed by operator at Junta Interlocking.

When switching Amana Plant at Fayetteville, Tennessee, inbound cars will be pulled into the east runaround (left hand) track and cut off. Engine will then be detached from the west side and outbound cars will then be pulled and placed on the west runaround track and cut made from the east side. While working runaround tracks all train separations will be made from the west side of the east runaround track and from the east side of the west runaround track.

The following will govern the operation of trains between Junta, Ga. and Stilesboro, Ga.:

An Absolute Block System is in effect between L&N Main Track at Bowen, near M.P. 50 and clearance point of Georgia Power Company switch near M.P. 633.2 Stilesboro, Ga., on main track of the SCL Railroad, Cartersville Sub-division. This absolute block will be under control of L&N operator located at Junta Interlocking Tower, Cartersville.

Trains and engines will operate at yard speed not exceeding 25 miles per hour within the limits of the absolute block.

Trains or engines must not enter the absolute block without authority of operator obtained by conductor or engineman orally (if by radio, SCL engines will use Channel ONE, L&N engines will use road channel). The authority to use block will only be for continuous straightaway movement in one direction. Conductor or engineman must repeat authority received orally and identify himself to operator before entering block. It will not be necessary for train or engine to be stopped to receive these instructions. Conductor and enginemen are both responsible for knowing authority has been obtained before entering the block.

Authority of operator to occupy this absolute block will supersede superiority of trains and will take the place of train orders except slow and bulletin orders. Clearance Card, except when required with slow and bulletin orders, will not be required to use the absolute block.

After train or engine clears the block, conductor or engineman will report "Clear" to operator. If main track is cleared at an intermediate point within the block, "CLEAR" must not be reported until switch has been secured in normal position. Train or engine must not re-enter the block after reporting "Clear" until authority is again secured from operator.

Normal position of switch to Georgia Power Company, M.P. 633.3, Stilesboro, will be lined for Georgia Power Company track, maximum speed of 15 miles per hour through turnout, and

trains or engines must not report "Clear" of block until train or engine is beyond clearance point on this track.

In case of failure of all communications, trains or engines may enter and move through the block at Restricted Speed only when preceded by a flagman at full flagging distance, and flag protection from the rear must be provided. Except when moving under flag protection as a result of failure of all communications, protection will not be required within the absolute block.

Bell telephone will be provided in booth located near clearance point of Georgia Power Company switch, M.P. 633.3, Stilesboro, to be used as instructed by information posted on wall to contact operator at Junta Tower in the event he cannot be reached by radio.

All other operating rules and/or special instructions not inconsistent with the above remain in effect.

SPECIAL INSTRUCTIONS — NASHVILLE TERMINAL**TWO OR MORE TRACKS**

Between Maplewood and Church Street.
Between Maplewood and North Radnor (Radnor Cut-off).
Between Church Street and Shops.
Between South End and Terminal Limits Atlanta Division.
Between South End and Terminal Limits Birmingham Division.

NOTE: Single track over Cumberland River Drawbridge and single track over Cumberland River Bridge (Radnor Cut-off).

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are Effective Between:

Maplewood and Nashville.
Maplewood and Radnor.
Radnor and Brentwood.
Nashville and Fourth Avenue.
Shops and Radnor: } Except within interlocking

Within these Automatic Block Signal System Limits in Nashville Terminal all trains will be governed by signal indications which supersedes time-table superiority of trains.

Rules 21 and 21(a) will not apply.

INTERLOCKING

| | |
|------------------|-----------------------------|
| Maplewood | Birmingham Division Freight |
| Cumberland River | Departure |
| Drawbridge | Radnor Receiving Yard |
| Church Street | North Radnor |
| South End | Cumberland River Bridge |
| Oak Street | Radnor Cut-off |
| A-2 | 11th Avenue |
| Vine Hill | Shops |
| Blackman Lane | |

STANDARD CLOCKS

Nashville —Kayne Avenue Yard Office
Nashville —Union Station Register Office
Radnor —RA Train Order Office
Radnor —Enginemen's Washroom

TRAIN ORDER OFFICES

*Church Street TowerContinuous
*South End TowerContinuous
*Vine Hill TowerContinuous
*RadnorContinuous
*Stations not equipped with train order signal.

NASHVILLE TERMINAL—(Continued)**REGISTER STATIONS**

Nashville —Kayne Avenue Yard Office
 Nashville —Union Station Register Office
 Radnor —RA Train Order Office

CLEARANCE OF TRAINS

All Birmingham Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Vine Hill.

All Louisville and Evansville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Amqui.

All Atlanta Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at South End Tower.

All Nashville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Church Street Tower.

Before leaving Union Station or Kayne Avenue Yard, conductors will ascertain from Operator what signals, if any, will be displayed, and when signals will be required, such signals will be displayed from Union Station or Kayne Avenue Yard.

SPRING SWITCHES

| Location | Normal Position |
|--|---|
| Maplewood: Radnor Cut-off, northward main track with Louisville Division northward main track..... | For Radnor Cut-off, northward main track. |
| North end of Cumberland River Bridge, Radnor Cut-off. (North end of single track gauntlet).... | For northward main track. |
| South end of Cumberland River Bridge, Radnor Cut-off. (South end of single track gauntlet)..... | For southward main track. |

BULLETIN BOARDS

Nashville —Kayne Avenue Yard Office
 Nashville —Union Station Register Office
 Radnor —Enginemen's Washroom
 Radnor —Bowl Office

SPECIAL MOVEMENTS:

When signals governing movement on Cumberland River bridge (Radnor Cut-off) are found indicating "Stop," operator, RA Office, will be called promptly from block telephone located near signal, who will arrange for signal maintainer to go to that point to correct trouble and move trains across the bridge.

The movement of trains against the current of traffic between interlockings listed below will be made only on written

instructions from the Superintendent-Terminal or his representative.

Maplewood and CR Drawbridge, except movements from the south end of East Nashville Yard to CR Drawbridge on the northward main track may be made with permission from the operator at CR Drawbridge, who will protect such movements.

Maplewood and Radnor (Radnor cut-off).

The movement of trains against the current of traffic between CR Drawbridge and Church Street Interlockings; and between South End and Oak Street Interlockings will be made on signal indication and such movements protected by Interlocking Operators.

Movements from Louisville end Eighth Avenue Wye to northward Absolute Block Signal at Cumberland River Drawbridge Interlocking will be made on verbal authority of Operator, Cumberland River Drawbridge.

All movements against the current of traffic and diverted movements from the normal route on main tracks within Nashville Terminal operating limits will be made at restricted speed except between Oak Street and Brentwood.

Movements from the Maplewood Wye to the southbound main on the Radnor Cut-off will not be made until permission is obtained from the Operator at Amqui. Before using the hand-throw crossover located just south of Maplewood Wye and between the north and southbound mains on Radnor Cut-off permission will be obtained from the Operator at Amqui.

Movements from the Maplewood Wye to the northbound passenger main will not be made until permission is obtained from the Operator at Cumberland River Drawbridge.

Before using the hand-throw crossover located just south of Maplewood Wye, and between the north and southbound passenger mains, permission will be obtained from the Operator at Amqui, in addition to the Operator at Cumberland River Drawbridge.

In the event means of communication fail, Rule 99 to be complied with.

All switches of pocket tracks in receiving yard, Radnor, must be restored to normal position immediately after movements over them are completed.

Trains move on left hand main track between Cumberland River Bridge (Radnor Cut-off) and Radnor.

Dwarf colorlight information signals located on West Nashville lead, alongside "New Yard" or Location 517 track No. 1 at north and south end of this track are information indicator only, their purpose to let crews know there are no conflicting movements between these lights.

The use of the above information lights does not in any way affect the application of Rule 93 through this area.

The following procedure will govern transfer cuts moving over A-2 Line from Radnor to Nashville when setting off in South Nashville Yard:

Cars not to be set-off in South Nashville will be left south of the Lebanon Branch turnout from Atlanta Division northward main track. After completing set-off in South Nashville the return movement to rear portion of cut may be made on Atlanta Division northward main track on permission of Operator, South End Tower, to pass dwarf signal, located just east of Continental Grain Company, while displaying a stop indication, as this signal cannot be cleared for this Southward movement on northward main track while cars are standing on northward main track south of the Lebanon Branch turnout.

NASHVILLE TERMINAL—(Continued)

SPEED RESTRICTIONS

| Normal (Miles per hour) | Psg. | All other Trains and Eng. | Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy Cars. |
|--|------|---------------------------|--|
| Between Shops Interlocking and 8th Ave. Bridge via Kayne Ave. Yard | 20 | 20 | |
| Between South End Tower and Oak Street | 15 | 15 | |
| Between Oak St. and Birmingham Division Freight Departure Interlocking Plant | 50 | 30 | |
| Through crossover, Craighead .. | | 20 | |
| Between crossover, Craighead, and Main Office, Radnor | | 30 | |
| Main Office, Radnor, to receiving yard | | 10 | |
| Between North Radnor Interlocking and 8th Ave. Bridge... | | 15 | |
| Through crossovers and turnouts (except Craighead) | 15 | 10 | |
| Between Maplewood and Foster Street | 50 | 25 | |
| Between Foster St. and CR Drawbridge | 25 | 25 | |
| On Cumberland River Drawbridge | 15 | 15 | |
| Between north end Cumberland River Drawbridge and South End Tower | 10 | 10 | |
| With southward moves on long lead, south end Kayne Avenue Yard approaching Fogg St.... | 6 | 6 | |
| On A-2 Line, Radnor | 10 | 10 | |
| Departing and entering Radnor Yards | 10 | 10 | |
| Between 4th Avenue and South End Tower | 20 | 15 | |
| Between Maplewood and CR Bridge, Radnor Freight cut-off | | 40 | 25 |
| On CR Bridge, Radnor cut-off.... | | 15 | 15 |
| Between CR Bridge, Radnor cut-off, and Radnor | | 40 | 25 |

SPECIAL INSTRUCTIONS

Engines and cars must not exceed 10 miles per hour on Front Street lead and other tracks in Front Street District.

Engines and cars must not exceed 10 miles per hour on tracks in Departure (C) Yard, Radnor.

LIST OF SURGEONS—Nashville

| | |
|--------------------------------|------------------|
| Dr. A. J. Sutherland | District Surgeon |
| Drs. Lyle-Rowe-Driver | Oculists |
| Dr. J. C. Pennington, Jr. | Local Surgeon |
| Dr. Kenneth Classon | Local Surgeon |

SPECIAL INSTRUCTIONS—Wauhatchie Terminal

Trains handling wreckers except Southern Railway wreckers, locomotive cranes, pile drivers or similar equipment must not exceed 10 miles per hour on Bridge 122.6 on Alton Park Extension and on Belt Railway Trestle 0.8R opposite Cravens Yard.

All switches on south shop lead must be lined to Cherokee Warehouse lead after having been used.

Shop track lead switch located at south end Wauhatchie shops No. 5 track must be restored to normal position (set to switch lead) after having been used.

Before making reverse move over any electro-pneumatic switch that has been trailed through, switch points must be inspected by a crew member to insure that points are properly lined for movement to be made.

These are the power switches in operation on north and south switching leads of Wauhatchie Yard.

When necessary to hand operate electro-pneumatic switches for trains entering Tracks 5 through 19 Wauhatchie Yard such switch lever must not be restored to automatic position until movement is completed or all cars have passed over switch. Switch lever must be restored to automatic position by conductor or trainmen on rear.

That portion of Track No. 12 north end of Cravens Yard extending over Chattanooga Creek at Bridge 148.7-S is restricted to maximum gross weight of 500,000 pounds.

OTHER TRACKS—CHATTANOOGA SUB-DIVISION

| Station | Mile | Capacity 55 ft. cars | Switch |
|---------------------|--------|----------------------|-----------|
| Glenciff..... | J-5 | 39 | North end |
| Vultee Jct..... | J-6 | Yard | Both ends |
| Danley..... | J-7 | 45 | Both ends |
| Florence..... | J-25 | 16 | North end |
| Christiana..... | J-41 | 3 | North end |
| Bell Buckle..... | J-51 | 54 | North end |
| Normandy..... | J-62 | 43 | Both ends |
| Estill Springs..... | J-77 | 22 | Both ends |
| Bass..... | J-107 | 30 | South end |
| Long Island..... | J-126 | 25 | South end |
| Whiteside..... | J-137 | 25 | Both ends |
| Hooker..... | JE-141 | 34 | Both ends |

HUNTSVILLE BRANCH

| | | | |
|-------------|--------|---|-----------|
| Normal..... | JD 126 | 5 | Both ends |
|-------------|--------|---|-----------|

TRACY CITY BRANCH

| | | | |
|------------------|-------|---|-----------|
| St. Andrews..... | JE-97 | 9 | North end |
| Sand Switch..... | JE-98 | 9 | North end |

SEQUATCHIE VALLEY BRANCH

| | | | |
|------------------|--------|----|-----------|
| Daus..... | JF-155 | 18 | North end |
| Brush Creek..... | JF-162 | 37 | Both ends |

OTHER TRACKS—W&A Sub-Division

| | | | |
|------------------|-----|----|-----------|
| Calhoun..... | 78 | 29 | Both ends |
| Tildale..... | 88 | 5 | North end |
| Tunnel Hill..... | 106 | 9 | Both ends |
| Ringgold..... | 114 | 50 | Both ends |
| Chickamauga..... | 126 | 47 | Both ends |
| Tyner Jct..... | 128 | 23 | Both ends |

SPECIAL INSTRUCTIONS ATLANTA TERMINAL

For movements to and from Tilford Yard and Southern Railway Inman Yard, Atlanta, Ga., via "New" connection just south of Swift's crossing permission must be obtained from operator-leverman Howell Tower and after granted L&N or Southern switch lock must be removed and bar holding other switch lock must be removed from lock hasp, which will start time interval of three (3) minutes. After the three (3) minutes time interval a light in top of electric lock equipment will glow indicating electric lock is in "unlock position." In case of equipment failure obtain permission from operator-leverman Howell Tower to break seal on electric lock, then move the latch-out device for emergency unlock in a counter clockwise direction.

Trainmen must report to operator-leverman when movement is cleared and all switches properly lined and locked. Before granting permission to use these crossovers operator-leverman must know that the block between end of Two Or More Tracks Tilford and north limits of Howell Interlocking is clear of other movements and must confer with L&N train dispatcher who will hold all southward movements at end of Two Or More Tracks Tilford until operator-leverman reports such movement has cleared.

Loaded tri-level cars will not be handled through Old Union Station tracks.

To use Crossover between Northward Main Track and No. 6 Lead, located approximately 700 ft. South of Mile Post 5, near end of Two Or More Tracks, Tilford Yard, Atlanta, Ga., permission must be obtained from dispatcher at Dalton and operator-leverman, Howell Tower. This Crossover has hand operated switches on both ends and both switches equipped with circuit controllers for signal protection. Switches must be in normal position for mainline and No. 6 Lead when not in use.

Trains must not exceed 10 miles per hour departing Departure Yard and/or entering Receiving Yard.

Trains will not exceed 10 miles per hour on South Main Track from Fairlie Street to Mile Post 0, Atlanta, Ga.

Trains will not exceed 20 miles per hour between Bolton and Fairlie Street, Atlanta, Ga.

SPEED TABLE

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

| Miles Per Hour | 1 Mile in | | Miles Per Hour | 1 Mile in | |
|----------------------|-----------|-------|----------------------|-----------|-------|
| | Mins. | Secs. | | Mins. | Secs. |
| 5 | 12 | 00 | 43 | 1 | 23 |
| 10 | 6 | 00 | 44 | 1 | 21 |
| 15 | 4 | 00 | 45 | 1 | 20 |
| 20 | 3 | 00 | 46 | 1 | 18 |
| 25 | 2 | 24 | 47 | 1 | 16 |
| 30 | 2 | 00 | 48 | 1 | 15 |
| 31 | 1 | 56 | 49 | 1 | 13 |
| 32 | 1 | 52 | 50 | 1 | 12 |
| 33 | 1 | 49 | 51 | 1 | 10 |
| 34 | 1 | 45 | 52 | 1 | 09 |
| 35 | 1 | 42 | 53 | 1 | 07 |
| 36 | 1 | 40 | 54 | 1 | 06 |
| 37 | 1 | 37 | 55 | 1 | 05 |
| 38 | 1 | 34 | 56 | 1 | 04 |
| 39 | 1 | 33 | 57 | 1 | 03 |
| 40 | 1 | 30 | 58 | 1 | 02 |
| 41 | 1 | 27 | 59 | 1 | 01 |
| 42 | 1 | 25 | 60 | 1 | 00 |

ATLANTA DIVISION

C. F. TYRELL
Trainmaster
Nashville, Tenn.

M. M. TABOR
Trainmaster
Atlanta, Ga.

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

C. W. LUSK
Ass't. Trainmaster
Cartersville, Ga.

N. R. McDOWELL
Chief Dispatcher
Atlanta, Ga.

J. J. KINNARD
Road Foreman of Engines — Ass't. Trainmaster
Nashville, Tenn.

J. W. HOLCOMB
Road Foreman of Engines — Ass't. Trainmaster
Atlanta, Ga.

ATLANTA TERMINAL

A. H. DORTON
Trainmaster

R. W. RICHARDSON
Trainmaster

M. C. KYLE
Trainmaster

A. W. PUGH
Trainmaster

L. D. HUTCHESON
Trainmaster

T. E. MINTER
Ass't. Trainmaster

WAUHATCHIE TERMINAL

J. D. MERRITT
Trainmaster

C. D. KELLY
Trainmaster

R. W. BARBAREE
Ass't. Trainmaster

J. M. SMYTH
Ass't. Trainmaster

R. F. SHU
Ass't. Trainmaster

NASHVILLE TERMINAL

J. B. SELLERS
Superintendent

G. D. McCALL
Superintendent — Terminals

W. T. STILL
Trainmaster

H. B. MARTIN
Trainmaster

W. R. WEBB
Trainmaster

L. K. McCORMICK
Trainmaster

R. L. HONEYCUTT
Trainmaster

L. W. DICKSON
Trainmaster

J. R. COPPINGER
Ass't. Trainmaster

C. W. ALLEN
Ass't. Trainmaster

R. E. MARQUARDT
Ass't. Trainmaster

LIST OF SURGEONS AND OCULISTS

DISTRICT SURGEONS

Dr. A. J. Sutherland Nashville, Tenn.
Dr. L. H. McDonald Atlanta, Ga.

CONSULTING SURGEON

Dr. J. D. Martin, Jr. Atlanta, Ga.

ORTHOPEDIC SURGEON

Dr. A. Brant Lipscomb Nashville, Tenn.

OCULISTS

Drs. Lyle, Driver and Rowe Nashville, Tenn.
Dr. C. H. Alper Chattanooga, Tenn.
Dr. Willard H. Steele, Jr. Chattanooga, Tenn.
Dr. Irving T. Staley Marietta, Ga.
Dr. W. T. Edwards Atlanta, Ga.

LOCAL SURGEONS

Dr. J. L. Moore McMinnville, Tenn.
Dr. James P. Abernathy Murfreesboro, Tenn.
Dr. Olin O. Williams Murfreesboro, Tenn.
Dr. Charles H. Webb Tullahoma, Tenn.

Dr. John S. Derryberry Shelbyville, Tenn.
Dr. C. B. Roberts Sparta, Tenn.
Dr. Jo C. Anderton Winchester, Tenn.
Dr. Robert C. Bibb Huntsville, Ala.
Dr. Charles D. Couser Cowan, Tenn.
Dr. Dudley Fort Sewanee, Tenn.
Dr. J. B. Havron South Pittsburg, Tenn.
Dr. E. T. Newell, Jr. Chattanooga, Tenn.
Dr. Robert E. Mabe (Associate) Chattanooga, Tenn.
Dr. Nat H. Swann (Associate) Chattanooga, Tenn.
Dr. Edgar Akins (Associate) Chattanooga, Tenn.
Dr. C. W. Stephenson Ringgold, Ga.
Dr. J. J. Oosterhoudt Dalton, Ga.
Dr. W. D. Hall Calhoun, Ga.
Dr. R. M. Harbin, Jr. Rome, Ga.
Dr. W. B. Dillard, Jr. Cartersville, Ga.
Dr. Charles T. Henderson Marietta, Ga.
Dr. W. P. Leonard Atlanta, Ga.
Dr. Garland D. Perdue Atlanta, Ga.
Dr. H. Harlan Stone Atlanta, Ga.

TONNAGE RATING

For Single Unit Diesel Locomotives

| | LOCOMOTIVE CLASS | | | |
|--------------------------------------|------------------|---|---|---|
| | FP-7 | SW-1500, C-418, RS-3*, GP-18, GP-9 GP-7, F-9, F-7 | GP-38*, U-30-B*, GP-40*, U-25-B*, U-28-B*, GP-30*, GP-35*, C-420* U-23-B*, GP 38-2* | U-30-C*, SD-35*, SDP-35*, SD-40*, C-628*, C-630*, U-25-C*, U-28-C* |
| Between Nashville and Wauhatchie | | | | |
| Radnor to Tullahoma..... | 1550 | 1705 | 1800 | 2555 |
| Tullahoma to Cowan..... | 2250 | 2475 | 2800 | 3710 |
| Cowan to Sherwood..... | 850 | 900 | 1000 | 1625 |
| Sherwood to Alaten..... | 3050 | 3355 | 3600 | 5030 |
| Alaten to Wauhatchie..... | 1450 | 1595 | 1800 | 2400 |
| Wauhatchie to Bridgeport..... | 1300 | 1430 | 1575 | 2145 |
| Bridgeport to Sherwood..... | 2675 | 2940 | 3235 | 4410 |
| Sherwood to Cowan..... | 690 | 730 | 805 | 1150 |
| Cowan to Radnor..... | 1950 | 2145 | 2360 | 3215 |
| Between Wauhatchie and Atlanta | | | | |
| Wauhatchie to Tilford (through)..... | 1700 | 1850 | 2035 | 2775 |
| Tilford to Wauhatchie (through)..... | 1700 | 1850 | 2035 | 2775 |
| Wauhatchie to Kingston..... | 2150 | 2350 | 2585 | 3525 |
| Kingston to Junta..... | 2450 | 2650 | 2915 | 3975 |
| Junta to Tilford..... | 1700 | 1850 | 2200 | 2775 |
| Tilford to Kennesaw..... | 1700 | 1850 | 2200 | 2775 |
| Kennesaw to Junta..... | 2550 | 2775 | 3300 | 4150 |
| Junta to Pole 127-25..... | 2100 | 2275 | 2500 | 3410 |
| Pole 127-25 to Wauhatchie..... | 3350 | 3650 | 4000 | 5475 |

NOTE:

Each locomotive can be given its individual Time Table Rating.

*—must not be operated on branch lines. GP-9 engines not allowed on Sparta Branch. Engines 511 thru 541 (GP-9) not allowed to operate on Tyner, Sequatchie Valley, Huntsville and Fayetteville Branches and Locomotives 5000 thru 5009 (SW-1500) cannot be operated on Sequatchie Valley Branch, Huntsville Branch and Fayetteville Branch.

The following locomotives are equipped with DYNAMIC BRAKES:

| | |
|---------------------------|---------------------------|
| Engines 1058 through 1060 | Engines 1527 through 1582 |
| Engines 1116 through 1128 | Engines 2500 through 2509 |
| Engines 1200 through 1258 | Engines 2708 through 2728 |
| Engines 1400 through 1414 | Engines 3000 through 3029 |
| Engines 1425 through 1432 | Engines 4000 through ALL |
| Engines 1470 through 1499 | Engines 4100 through ALL |
| Engines 1500 through 1517 | |

Locomotives equipped with alignment control draft gear, but not with Dynamic Brake.

(Permissible to use Dynamic Brake with these units)

| | |
|---------------------------|---------------------------|
| Engines 900 through 904 | Engines 1518 through 1525 |
| Engines 1000 through 1057 | Engines 1600 through 1626 |
| Engines 1100 through 1115 | Engines 2700 through 2707 |
| Engines 1300 through 1335 | |

The following locomotives not allowed to run across Bridges 122.6 and 123.1, Bridgeport:

| | |
|---------------------------|---------------------------|
| Engines 100 through 199 | Engines 1500 through 1517 |
| Engines 388 through 399 | Engines 1600 through 1626 |
| Engines 1116 through 1128 | Engines 2500 through 2509 |
| Engines 1200 through 1224 | Engines 2700 through 2707 |
| Engines 1318 through 1335 | Engines 3000 through 3009 |
| Engines 1400 through 1414 | |

