

ATLANTA
2684-74

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10,000—12-80

LOUISVILLE & NASHVILLE RAILROAD COMPANY

SAFETY  **FIRST**
ATLANTA DIVISION

TIME-TABLE No.

2

TAKES EFFECT

SUNDAY, DECEMBER 21, 1980

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

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

K. C. DUFFORD

Vice-President — Operations

W. E. GILSTRAP

Asst. Vice-President — Operations

I. L. BELL

General Manager — Transportation

C. W. ASHBY

Superintendent

R. W. BARBAREE

Assistant Superintendent

Commercial Lithographing Company, Inc., Louisville, Ky.

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

Smyrna, Tenn. — Crew Room
Murfreesboro, Tenn. — Crew Room
Tullahoma, Tenn. — Crew Room
Decherd, Tenn. — Depot
Huntsville, Ala. — Train-Order Office
Cowan, Tenn. — Engine House Office
Bridgeport, Ala. — Train-Order Office
Wauhatchie Yard — Locker Room
Dalton, Ga. — Crew Room
Cartersville, Ga. — Crew Room
Marietta, Ga. — Crew Room
Etowah Yard — Yard Office
Etowah Yard — Roundhouse
Copperhill, Tenn. — Crew Room
Ball Ground, Ga. — Crew Room
Tilford Yard — Yard Office
Tilford Yard — Bowl Crew Room
Tilford Yard — Locker Room Shops
Tilford Yard — Locker Room Yard
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.
Etowah — Between Etowah and Junta including branches.
Copperhill — Between Etowah and Elizabeth including Murphy Branch.

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
Tullahoma — Agent's Office
Huntsville — Agent's Office
Bridgeport — Agent's Office
Wauhatchie Yard — Train-Order Office
Dalton — Agent's Office
Cartersville — Agent's Office
Marietta — Agent's Office
Tilford — Train-Order Office
Etowah — Yard Office
Copperhill — Crew Room

TRAIN-ORDER OFFICES

Station	Hours Train-Order Office Open	Days Train-Order Office Closed
Wauhatchie Yard ...	Continuous	None
Huntsville	8:00 A.M. to 5:00 P.M.	Sat. and Sun.
Cartersville	Continuous	None
Tilford	Continuous	None
Etowah	Continuous	None
Copperhill	7:00 A.M. to 3:00 P.M.	Sat. and Sun.
Tate	8:00 A.M. to 5:00 P.M.	Sat. and Sun.

These stations not equipped with train order signal as prescribed by Rule 221.

Trains must obtain Clearance Form A at Copperhill when Train-Order Office is open.

MINIMUM FLAGGING DISTANCE

Where Normal Speed is twenty-five (25) miles per hour or less, the prescribed minimum flagging distance is three-fourths (¾) mile.

Where Normal Speed is twenty-six (26) miles per hour and above, the prescribed flagging distance is one and one-half (1½) miles.

CLEARANCE OF TRAINS

Trains must obtain Clearance Form A at Copperhill when Train-Order Office is open.

Originating trains must obtain Clearance Form A at Cartersville unless otherwise instructed by the operator.

Conductors of trains originating at Ball Ground and Copperhill must contact dispatcher by automatic or bell phone when coming on duty to determine if there are any train orders affecting movement of their train.

Stilesboro trains at Etowah or Wauhatchie will ascertain if there are orders for their train from SCL dispatcher before departing terminal.

Southern trains to enter L&N track at Wauhatchie must receive Clearance Form A at C. T. Tower.

Southern trains to enter L&N tracks at Stevenson, Ala., must receive Clearance Form A at Scottsboro, Ala.

No. 638 may assume schedule and leave Elizabeth without Clearance Form A.

No. 639 may assume schedule and leave Ball Ground without Clearance Form A.

No. 640 may assume schedule and leave Ball Ground without Clearance Form A and may turn at any point between Ball Ground and Whitestone-Talking Rock and assume schedule of No. 641 without train order.

Except when Train-Order Office is open, Nos. 654, 656 and 647 may assume schedules and leave Copperhill without Clearance Form A.

Train fulfilling schedules shown below will proceed on schedules indicated without Clearance Form A.

Schedule Arriving	At Station	Proceed As
No. 647	Talking Rock ...	No. 646
No. 640	Talking Rock ...	No. 641

(Continued on page 6)

SOUTHWARD					NASHVILLE AND WAUHATCHIE YARD					NORTHWARD				
SECOND CLASS					M.P. Locations	Type of Operation	TIME-TABLE No. 2 Takes effect Sunday December 21, 1980 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
623	689	621	691	682					620	622	686			
Piggy-back	Fast Freight	Piggy-back	Fast Freight	Fast Freight					Piggy-back	Piggy-back	Fast Freight			
Daily	Daily	Daily	Daily	Daily			Daily		Daily	Daily				
P.M.	P.M.	A.M.	A.M.	A.M.			A.M.		P.M.	A.M.				
8.00		11.00	4.00		- -									

SOUTHWARD					WAUHATCHIE YARD AND ATLANTA					NORTHWARD				
SECOND CLASS					M.P. Locations	Type of Operation	TIME-TABLE No. 2 Takes effect Sunday December 21, 1980 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
621	691	623	689	620					622	686	682			
Piggy-back	Fast Freight	Piggy-back	Fast Freight	Piggy-back					Piggy-back	Fast Freight	Fast Freight			
Daily	Daily	Daily	Daily	Daily			Daily		Daily	Daily				
P.M.	A.M.	A.M.	A.M.	A.M.			A.M.		P.M.	P.M.	A.M.			
4.00	11.59	1.00	1.00	145.73	| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |									

SOUTHWARD

ETOWAH AND JUNTA

NORTHWARD

SECOND CLASS					M.P. Locations	Type of Operation	TIME-TABLE No. 2 Takes effect Sunday December 21, 1980 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS				
601	629	659	613						658	602	628	612	
Fast Freight	Piggy-back	Local Freight	Fast Freight						Local Freight	Fast Freight	Piggy-back	Fast Freight	
Daily P.M.	Daily P.M.	Daily A.M.	Daily A.M.						Daily A.M.	Daily P.M.	Daily P.M.	Daily P.M.	
^ 6.05	^ 2.00	^ 5.30	^ 1.45	334.37	| | | | | | | |		STATIONS	Yard	^10.30	^12.42	^ 5.45	^10.51	
				344.67									
				353.27									
				367.87									
		^ 7.05		378.57					^ 8.02				
				388.37									
				406.01									
^ 8.28	^ 4.00		^ 4.06	422.67						^10.30	^ 3.30	^ 8.30	
P.M.	P.M.	A.M.	A.M.						A.M.	A.M.	P.M.	P.M.	
Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	
601	629	659	613						658	602	628	612	

SOUTHWARD

ETOWAH AND ELIZABETH

NORTHWARD

SECOND CLASS					M.P. Locations	Type of Operation	TIME-TABLE No. 2 Takes effect Sunday December 21, 1980 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS						
657	655	647	641	639					638	640	646	654	656		
Local Freight	Local Freight	Local Freight	Local Freight	Local Freight					Local Freight	Local Freight	Local Freight	Local Freight	Local Freight		
Daily ex. Saturday P.M.	Daily ex. Saturday A.M.	Daily ex. Sunday A.M.	Daily ex. Sunday P.M.	Daily ex. Sunday P.M.					Daily ex. Sunday A.M.	Daily ex. Sunday A.M.	Daily ex. Sunday P.M.	Daily ex. Saturday P.M.	Daily ex. Sunday A.M.		
^ 6.00	^ 7.00				335.17	O O	ETOWAH 12.5	0	Yard				^ 3.25	^ 3.45	
6.24	7.30				347.67		HIWASSEE 7.3		43					2.35	3.05
6.42	7.49				354.97		McFARLAND 5.1		33					2.10	2.40
6.55	8.05				360.07		APALACHIA 6.0		39					1.50	2.20
7.21	8.31				366.07		FARNER 16.0		14					1.06	1.52
^ 8.20	^ 9.30	^ 4.30			382.07		COPPERHILL 11.8	0	Yard				^ 12.07	^ 11.50	^ 1.01
		4.59			393.87		MURPHY JUNCTION 1.6		14				11.22		
		5.30			395.47		BLUE RIDGE 15.3		29				10.59		
		6.15			410.77		ELLIJAY 10.1		22				10.18		
		9.20			420.87		WHITESTONE 4.2		10				10.03		
		^ 9.40	^ 12.01		425.07		TALKING ROCK 5.8		26		^ 10.50	^ 9.45			
			12.25		430.87		RUDEN 0.6		22		10.05				
			12.30		431.47		JASPER 4.9		11		9.50				
			12.45		436.37		TATE 6.3	0	21		9.35				
		^ 1.45	^ 2.00		442.67		BALL GROUND 6.2		15	^ 7.30	^ 8.50				
			2.30		448.87		KEITHSBURG 5.4		15	7.00					
			3.00		454.27		CANTON 5.6		15	6.38					
			3.20		459.87		HOLLY SPRINGS 2.1		15	6.21					
			3.30		461.97		TOONIGH 3.8		14	6.12					
			3.45		465.77		WOODSTOCK 8.4		22	6.04					
			4.02		474.17		WESTOAK 2.4		13	5.47					
			^ 4.15		476.57		ELIZABETH		Yard	^ 5.40					
P.M.	A.M.	A.M.	P.M.	P.M.	Regular Northward trains are superior to regular Southward trains except: No. 655 is superior to No. 654; No. 657 is superior to No. 656 and No. 647 is superior to No. 646.				A.M.	A.M.	A.M.	A.M.	A.M.		
Daily ex. Saturday	Daily ex. Saturday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday					Daily ex. Sunday	Daily ex. Sunday	Daily ex. Saturday	Daily ex. Sunday			
657	655	647	641	639					638	640	646	654	656		

SPECIAL INSTRUCTIONS—Continued

REGISTER STATIONS

Location	For	Register by Card Form 230
Wauhatchie Yard	All Trains	
Tilford	All Trains	
Copperhill	All Trains	
Ball Ground	All Trains	
Elizabeth	Copperhill Sub- division Trains	
Etowah	All Trains	

YARD LIMITS

Nashville Terminal
Atlanta Terminal
Murfreesboro
Tullahoma
Decherd
Huntsville
Cowan
Bridgeport
Wauhatchie Terminals
Dalton
Calhoun
Cartersville
Marietta
Etowah Terminal
Chatsworth
Copperhill
Whitestone — Talking Rock
Tate
Ball Ground

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Huntsville	Southern	Electric Lock
Wheland	Southern	Automatic Interlocking
C. T. Tower	Southern	Interlocking
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. 654-655, 656 — 657	Etowah and Copperhill
Nos. 647 — 646	Copperhill and Talking Rock
Nos. 640 — 641	Ball Ground and Talking Rock
Nos. 638 — 639	Elizabeth and Ball Ground

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.

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 derail is set in the normal position (set to derail), it will indicate that no train or engine is operating on the spur or branch and movement on spur or branch may be made.

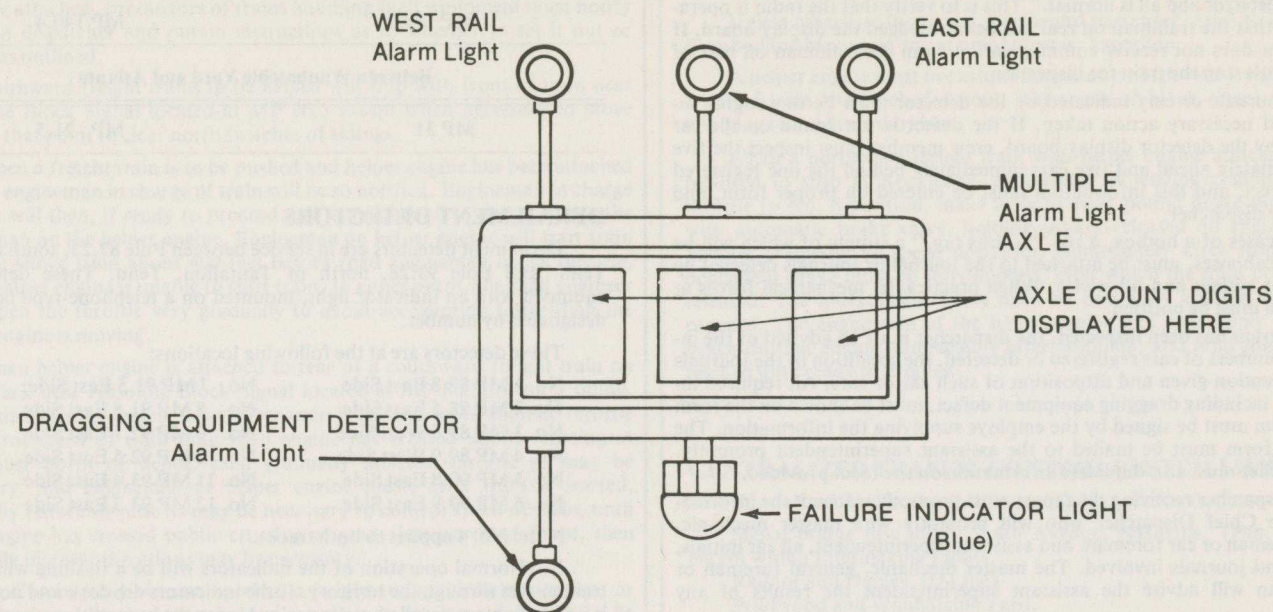
When the derail is set and locked off the rail, it will indicate the spur or branch is occupied by a train and no other movement may be made unless protected in accordance with Rule 99.

Location	Name of Branch or Spur
Wartrace	Shelbyville Branch
Elora	Fayetteville Branch
Tyner Junction	Tyner Spur
MP KA-345.1	Calhoun Branch
Tullahoma	Sparta Branch
Cowan	Tracy City Branch
Bridgeport	Sequatchie Valley Branch
Winchester	Huntsville Branch
Murphy Junction	Murphy Branch

SPRING SWITCHES

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

DEFECT DETECTOR DISPLAY BOARD



DEFECT DETECTOR SYSTEMS

Defect Detector Systems equipped with a bi-directional display board type hotbox detector will be in service at points designated by Time-Table or Bulletin Board Order. A detector system may also be equipped with a dragging equipment detector and wide load detector. On detectors so equipped, a wide load detector system will indicate a wide load. If a wide detection is made on either the east or west side of the train, the respective alarm light on top of the display board will immediately begin to flash, inspection must then be made for hotbox and/or wide load.

As a train approaches the detector location, the engineer must alert trainmen on rear of train via radio, on trains so equipped, that the defect detector is being approached. Trainman on rear must immediately acknowledge the engineer's transmission. This will serve as an operational check of the radio system and will alert trainman on rear to go to rear of caboose, on trains equipped with caboose, to be prepared to record the necessary information after rear of train has passed the display board. On trains without a caboose, trainman will take a position as near the rear of train as practicable for this purpose.

If, due to radio failure or other reasons, trainmen on rear are not alerted by engineer as outlined herein, such trainmen are not relieved of their responsibility to observe the display board and take action as required.

After train has passed the detector site, and if one defect has been detected, the bi-directional display board is automatically actuated to indicate the location of the defect, in terms of axle count from the defect to the rear of the train, and will remain on for approximately 20 seconds. In addition, one of the three alarm lights on top of the detector, or an alarm light beneath the detector, on detector systems so equipped, will be illuminated.

If no defects are detected, the display board will indicate "000" and alarm lights on top or beneath the display board will not be illuminated. If the display board is dark, the train must be stopped immediately and entire train inspected for defects.

If a hotbox is detected on east (or west) side of the train, the east (or

west) alarm light on top of the display board immediately starts flashing. The flashing center light and the flashing east (or west) light means that more than one hotbox has been detected on the east (or west) side of the train. When the center light is not flashing, but the east and west lights are flashing, it indicates that a hotbox on both sides of the train has been detected. The flashing of all three alarm lights signifies that one or more hotboxes have been detected on both sides of the train.

On detectors so equipped, an additional alarm light unit is mounted beneath the display board and when flashing, indicates a dragging equipment defect.

A blue rotating light mounted directly beneath the display board will become illuminated in the event that the detector has failed to inspect the train properly. If this failure light (blue beacon) is illuminated, trainman on rear of train must advise engineer to stop train and the entire train must be visually inspected for defects.

Account of a delay time in the failure indication system, it is possible to have "000" displayed on the board and a failure momentarily not indicated. Trainman must observe display board for a failure indication until it is out of sight.

Unless no defects are indicated trainman on rear of train must notify engineer to stop the train immediately for inspection of the defect(s). Information, exactly as it appears on the display board, must be recorded immediately on the proper form.

Do not overlook any 6- or 8-wheel trucks when locating hotbox which has been detected. Consist must not be used for this purpose. It will be necessary that both sides of car detected be checked when the dragging equipment light is flashing, but when no top alarm light is flashing.

When more than one defect is detected, only the first defect detected will be indicated on the display board. It will then be necessary to make a visual inspection of train between the location indicated and the rear of the train, on either side, or on both sides, of the train as indicated by the flashing lights, to locate the additional defect(s).

A trainman on rear of train must communicate via radio with the engineer immediately after passing the detector, regardless of whether or not an alarm indication is displayed on the display board. Example: "Just passed the defect detector and all is normal." This is to verify that the radio is operational and that the trainman on rear has acknowledged the display board. If the engineer does not receive communication from the trainman on rear of train, he must stop the train for inspection.

The journals or cars indicated by the detector must be thoroughly inspected and necessary action taken. If the defect is not found on the car registered by the detector display board, crew member must inspect the five cars immediately ahead and five cars immediately behind the one registered for the defect, and this information must be entered on proper form, and given to the dispatcher.

In all cases of a hotbox, a red "hotbox tag," a supply of which will be kept in all cabooses, must be attached to the journal or journals detected by the detector system and otherwise. When practicable, mechanical forces at the terminal must be notified.

After train has been inspected, the dispatcher must be advised of the initials and numbers of cars registered or detected, the condition of the journals or cars, attention given and disposition of such car or cars. All required information, including dragging equipment defect, must be shown on the form and the form must be signed by the employe supplying the information. The completed form must be mailed to the assistant superintendent promptly. The dispatcher must also duplicate information on the form provided.

The dispatcher receiving the report must promptly transmit the information to the Chief Dispatcher who will promptly wire master mechanic, general foreman or car foreman, and assistant superintendent, all car initials, numbers and journals involved. The master mechanic, general foreman or car foreman will advise the assistant superintendent the results of any inspection.

A defect detector system cannot function accurately if train stops or moves slower than five (5) miles per hour over a detector and, should this occur, it will be necessary to stop and manually inspect entire train.

In Centralized Traffic Control System limits, the dispatcher will receive an indication on his board if a defect has been detected. Dispatcher should immediately notify the train crew by radio that the defect has been detected so train can be preparing to stop.

Outside Centralized Traffic Control System limits, there is installed on the front of the detector bungalow a commercial power outage indication light which is illuminated. This light must be observed by crew members, and if the light is out the dispatcher must be notified immediately.

On defect detectors indicating dragging equipment only, a blue rotating beacon will become activated when dragging equipment is detected, train then must be stopped immediately and inspected for dragging equipment.

Defect detector systems are located as follows:

Between Nashville and Wauhatchie Yard	
MP 25.5	MP 84.1
MP 50.5	MP 111.7
Between Wauhatchie Yard and Tilford	
MP 25.8	MP 80.8
MP 53.5	MP 107.9
Between Etowah and Cartersville	
MP C-357.4	MP C-393.8

BI-DIRECTIONAL DRAGGING EQUIPMENT DETECTORS

Between Nashville and Wauhatchie Yard

MP 130.2	MP 140.4
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Between Wauhatchie Yard and Atlanta

MP 31	MP 21.5
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DERAILMENT DETECTORS

Derailment detectors are in service between Pole 87.23, south of Cowan, Tenn. and Pole 93.28, north of Tantallon, Tenn. These detectors are equipped with an indicator light, mounted on a telephone-type box and are designated by number.

These detectors are at the following locations:

No. 1 MP 87.8 East Side	No. 7 MP 91.5 East Side
No. 2 MP 88.5 East Side	No. 8 MP 91.8 East Side
No. 3 MP 89.6 West Side	No. 9 MP 92.1 East Side
No. 4 MP 89.9 West Side	No. 10 MP 92.5 East Side
No. 5 MP 90.8 East Side	No. 11 MP 93.4 East Side
No. 6 MP 90.9 East Side	No. 12 MP 93.7 East Side

Note: No. 4 applies to both tracks.

1. Normal operation of the indicators will be a flashing white light as train moves through the territory. If the indicators are dark and not flashing, it will indicate a derailed car in train. Under these conditions, train must be stopped by use of full service reduction of the air brakes.

2. Walking inspection of train must be made, and, if derailed car is found in train, conductor or engineer must immediately contact the train dispatcher and be governed by his instructions.

3. If no derailed car is found in train, before proceeding, it must be known that air brakes are charged to required pressure to control speed of train.

4. If train crew or pusher crew on rear of train observes indicators dark and not flashing, and engineer on controlling locomotive has not begun to stop train, they must contact the engineer by radio and advise him to stop immediately. If unable to contact the engineer and train is still not coming to a stop, conductor must by use of caboose valve make a service brake application, using method outlined in "Special Rule Governing Train Handling" under heading "Applying Brakes from Rear."

5. If an isolated indicator is dark and not flashing while other indicators are flashing normally, this will indicate bulb failure on that indicator. Under these conditions train must be brought to a stop as described in Paragraph (4). After train has stopped, crew must contact train dispatcher and be governed by his instructions. Before proceeding, it must be known that air brakes are charged to required pressure to control speed of train.

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.

Southward freight trains to be helped will stop with front of train near Absolute Block Signal located at MP 86.5 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 in charge of train will be so notified. Engineman in charge of train will then, if ready to proceed and is authorized to do so, notify the engineman on the helper engine. Engineman on helper engine will start train and will shove train about 400 feet before road engineman opens throttle, unless helper engine is unable to start train. In either event, the road engineer must open the throttle very 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 MP 86.5, or on a siding, engineman of road engine must, after train is started, work suitable throttle to control speed of train until road 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 road engine has crossed public crossing at grade just north of depot, then gradually increase throttle as may be necessary.

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.

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.

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 fifteen (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 ten pounds must be made regardless of train length and such succeeding reductions of four or five 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, engineman 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 thirty (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 six to eight 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.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Rules are effective between:

Signal bridge just south of 4th Avenue, Nashville, Tenn. and Tilford except within Interlocking Limits.

Radnor and Danley, (D Line).
Wildwood and Wauhatchie Yard.
Cartersville and Etowah.

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 Atlanta 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 West siding, Smyrna, Ga., governing southward movements; north end East siding at Elizabeth, Ga., governing northward movements; south end West 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.

INTERLOCKING

Interlocking Rules are effective:

Wheland a	Howell
C. T. Tower	Atlanta (West End Belt SCL Junction)
Dalton	
Tilford (L&N Receiving Yard Junction)	
a — Automatic Interlocking	

For movement on main tracks between East End Avenue and Wheland, operator at C. T. Tower and train dispatcher at Atlanta 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.

At Wheland Automatic Interlocking, be governed by instructions posted at the control bungalow and by Rule 672.

BASE AND WAYSIDE RADIO STATIONS

Location	Hours	Closed
Murfreesboro	7:00 A.M. to 4:00 P.M. . .	Sat. & Sun.
Tulahoma	7:30 A.M. to 4:30 P.M. . .	Sunday
Huntsville	8:00 A.M. to 5:00 P.M. . .	Sat. & Sun.
Bridgeport	7:00 A.M. to 4:00 P.M. . .	Sat. & Sun.
Wauhatchie Yard . .	Continuous	
Dalton (Agent) . . .	6:00 A.M. to 7:00 P.M. . .	Sat. & Sun.
Calhoun	7:00 A.M. to 4:00 P.M. . .	Sat. & Sun.
Atlanta	Continuous	
Cartersville	6:00 A.M. to 4:00 P.M. . .	Sat. & Sun.
Tilford	Continuous	
Chatsworth	8:00 A.M. to 3:00 P.M. . .	Sat. & Sun.
Etowah	Continuous	
Copperhill	7:00 A.M. to 11:00 P.M. .	Sat. & Sun.
Tate	7:00 A.M. to 5:00 P.M. . .	Sat. & Sun.
C. T. Tower	Continuous	

MISCELLANEOUS SPECIAL INSTRUCTIONS

Trains meeting at sidings or holding main track at sidings must stop 500 feet short of switch, if length of train permits.

Special trains containing Hazardous Material are restricted to forty (40) miles per hour. Where Normal Speed is less than forty (40) miles per hour, Normal Speed will govern.

A blue signal and/or a switch locked with Mechanical Department lock indicates that workmen are on, under or between an engine, car(s), or car(s) coupled to an engine and that the equipment must not be coupled to or moved except as provided on either an engine servicing track and/or shop or repair track. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signals except on engine servicing tracks or when a derail is used to divide a track into separate working areas.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue warning disc must be attached to the controlling unit of the engine on brake valve handle of engine where it is readily visible to the engineman or operator at the controls of that engine.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine and a blue warning disc is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

If necessary to go under engine to inspect or attempt repairs while engine is running, the engineman or operator at the controls of the engine must be notified, the generator field switch must be opened on the controlling unit, and the independent, or, if attached to a train, the independent and automatic brakes must be applied.

When workmen are on, under or between engine, car(s), or car(s) coupled to an engine, one or more of the following forms of protection must be provided:

Each manually-operated switch, including any crossover switch providing access to the track on which such equipment is located, must be lined against movement to that track and secured by a Mechanical Department lock. A blue signal must be displayed at each entrance near or about clearance point to the track except blue signal will not be required at crossover switches.

Where remotely-controlled switches provide access to the track, the employe in charge of the workmen must arrange for protection of those switches by the control operator. The control operator must line each such switch against movement to that track and secure the controls in that position, maintaining this protection until notified by the employe in charge of the workmen that it may be removed.

The control operator must record:
— Date, time, name and craft of person requesting the protection.
— Number or designation of track involved.
— Date and time he provided protection.
— Date, time and name and craft of person authorizing removal of protection.

These records must be maintained for 30 days.

A derail capable of restricting access to the portion of track where work will be performed may be used in lieu of providing protection at either a manually-operated switch or a remotely-controlled switch with the derailler equipped with a blue signal and locked with a Mechanical Department lock and:
— Derail is positioned at least 150 feet from the equipment to be protected; or
— Positioned at least 50 feet from the end of an engine or an engine servicing track where speed is limited to five (5) miles per hour.

On engine servicing area tracks where speed is restricted to five (5) miles per hour workmen may work on, under or between an engine after:

The manually-operated switches providing access to the area have been lined for movement to another track and secured by a Mechanical Department lock;

A blue signal has been displayed near or about clearance point to the track;

A blue warning disc has been attached to the controlling unit of the engine on brake valve handle where it is readily visible to the engineman or operator at the controls of that unit.

An engine must not be moved onto or off of an engine servicing area track unless the blue signal is first removed from:
— The entrance switch being used to enter the area and the engine entering the area is stopped short of any units on the track.
— The controlling unit to be moved from the area and from the switch to be used to leave the area before the engine is moved.

An engine protected by blue warning disc may be moved on a track within an engine servicing area when authorized by the employe in charge of workmen after blue warning disc has been removed from the controlling unit to be moved and all workmen on the track have been notified of the movement.

On a shop or repair track protected by blue signals, equipment may be

repositioned with a car mover under the direction of the employe in charge of the workmen after the workmen have been warned of the movement.

Whenever one switch of a crossover is located beneath equipment which is under blue flag protection, the other switch of the crossover must be lined and locked with Mechanical Department lock against movement through that crossover. A blue signal need not be displayed at either crossover switch.

In all cases, the Mechanical Department locks, the blue signals and the derails being used to provide blue signal protection for workmen that are on, under or between equipment on any track must not be removed except by the same craft or group of workmen that placed them.

A blue signal may be used to indicate that tank cars are in process of loading or unloading. Whether a blue signal is or is not displayed, no tank car spotted for loading or unloading may be coupled to or moved until it is known that it is not connected to pipe line.

The following will govern in handling tank carloads of flammable compressed gas requiring dangerous placards:

1. They must not be cut off in motion.
2. No car moving under its own momentum (kicked or cut loose) shall be allowed to strike any such tank car.
3. Once a loaded car is covered by another type car (coupled to load) other cars may then be kicked or cut loose into that track. Where subject to have switching from both ends of loaded car, both ends must be covered before cars are allowed to be cut loose or dropped into that track.
4. Where there may be blocks of such loaded cars, they must be set aside while building or switching a cut or train and placed back on cut or train after switching is completed.
5. No more than five such loaded cars will be permitted together in a train or cut of cars. Where more than five loaded cars, they will be spaced with at least five other type cars between each block of loaded tank cars of flammable compressed gas requiring dangerous placards.
6. Waybills for all tank carloads of flammable compressed gas must carry the following notation:
“DOT-112A or DOT-114A and must be handled in accordance with FRA F.O. No. 5”
7. Switch lists must be marked accordingly for information of switchmen — showing “flammable gas” beside initial and number of any such car.
8. Train crews must be advised of such cars in their train before departure from terminals. Yardmasters will see crews are advised.

At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 75 lbs. as indicated by a gauge at the rear of a freight train and on a passenger train to not less than 95 lbs., test of air brakes must be made to determine that brake pipe leaking does not exceed 5 lbs. per minute as indicated in the brake pipe gauge after a 15 lb. brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to flow of service, and it must be known that the brakes on each of these cars and on rear of the train apply and release. (Note: The L&N standard brake pipe pressure for freight trains is 90 lbs., and for passenger trains 110 lbs.)

Within yard limits main track may be used and all trains must move on main track within yard limits prepared to stop within one-half the range of vision but not exceeding twenty (20) miles per hour unless the track is known to be clear by block signal indication.

There is no walkway on Bridge No. 3 on SCL and L&N connection (Bowen Wye) at Cartersville, Georgia.

A train that passes a Conditional Stop track location prior to the effective time of the Form “W” train order, and prior to Conditional Stop track signs being displayed, but cannot pass through the limits named in the order or becomes disabled within the limits named in the order, must contact

the Maintenance Foreman named in the Form “W” train order if possible. If unable to contact the Maintenance Foreman named in the train order, train will proceed through the limits of the train order at Restricted Speed.

A train entering main track through switch equipped with electric lock on “Unlocked” indication, as prescribed by Rule 558 of Rules of the Operating Department, must proceed at Restricted Speed to the next block signal displaying an indication permitting the train to proceed at a speed more favorable than Restricted Speed. (Note: This does not apply to the Etowah Sub-division.)

EQUIPMENT AND CARS RESTRICTED

Normal Speed for designated piggyback trains R620, R621, R622, R623, R625, R628, R629, regardless of equipment handled, is sixty (60) miles per hour. Where the speed of freight trains is reduced below fifty (50) miles per hour by Speed Limit signs, slow orders, or other restrictions, that speed must be observed by piggyback trains.

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.

Six-axle Diesel Units must be kept off side tracks, team, industrial and house tracks, except they may be used on Vulcan Material tracks, Kennesaw, Ga., south end switch at Tyner and Georgia Power Company tracks at Stilesboro and JacMac.

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

AESX tank cars in Series 10841-10865 are restricted to forty-five (45) miles per hour either loaded or empty.

Scale test cars L&N 41498, 41499, 41500 and 41504 are restricted to twenty-five (25) miles per hour and must be handled next to caboose. When practicable, these cars must be handled in local freight service.

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

Trains handling units of welded rail must not exceed forty (40) miles per hour and must be handled near head end of 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 five (5) miles per hour for first 10 minutes, gradually increasing speed during next 10 minutes to twenty-five (25) miles per hour, which speed will not be exceeded during trip to next terminal, where repairs will be made.

On main track, between Nashville, Tenn., and Atlanta, Ga.; Etowah, Tenn., and Cartersville, Ga., the Normal Speed on curves for all trains is fifty (50) miles per hour, except on curves protected by Speed Limit Sign in which case the lower number or single number governs.

All trains having loaded BLE or EJE hopper cars, do not exceed twenty-five (25) miles per hour.

Trains with tonnage in excess of 6000 tons that are to be shoved over Monteagle Mountain, Cowan, Tenn. in either direction must not have piggyback cars, auto racks, or other types of cars with length in excess of 70 feet in rear portion of train.

EXPLANATION OF METHODS OF OPERATING COLUMN

Following is explanation of key design for the verticle columns on each "schedule" page titled "Type of Operation":

Centralized Traffic Control,

Non Block — Single Track (Time-Table/Train Order),

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WATER STATIONS

Water Stations for diesels, steam generators, locomotive cranes, wreckers, etc.:
Smyrna, Tenn.: Trainman's Room
Murfreesboro: West of main track near depot
Tullahoma: South end of depot east of main track
Decherd: South of depot between branch lead and house track
Cowan: East of eastward siding near MP 86.8
Bridgeport: South of depot between branch lead and house track
Wauhatchie: MP 147.4
Ringgold: East side of depot
Dalton: West side of tracks, south of "CTC" Tower
Cartersville: Depot and Junta Tower
Chatsworth
Copperhill
Tate
Ball Ground

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

OTHER TRACKS — Chattanooga Sub-Division

Station	Mile Post Location	Capacity in 55-foot Cars	Switch
Glenncliff	J- 5	5	North end
Vultee Jct.	J- 6	Yard	Both ends
Danley	J- 7	45	Both ends
Florence	J- 25	10	North end
Smyrna	J- 20	72	Both ends
Christiana	J- 41	3	North end
Bell Buckle	J- 51	54	North end
Normandy	J- 62	15	South end
Estill Springs	J- 77	16	South end
Bass	J-107	20	North end
Long Island	J-126	13	South end
Alaten	J-127.5	6	South end
Whiteside	J-137	25	North end
Hooker	J-141	34	Both ends

OTHER TRACKS — Chattanooga Sub-Division—Continued

Station	Mile Post Location	Capacity in 55-foot Cars	Switch
Sparta Branch			
Black Jack	JB- 78	36	Both ends
Manchester	JB- 81	Yard	Both ends
Summitville	JB- 88	12	Both ends
Morrison	JB- 94	12	Both ends
Smartts	JB- 99	11	Both ends
McMinnville	JB-103	Yard	
Rowland	JB-111	16	Both ends
Campaign	JB-114	11	Both ends
Quebeck	JB-119	17	Both ends
Doyle	JB-124	16	Both ends
Sparta	JB-130	Yard	

Tracy City Branch

Sewanee	JE- 95	18	Both ends
Tracy City	JE-107	Yard	
Coalmont	JE-114	Yard	

Sequatchie Valley Branch

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

OTHER TRACKS — W&A Sub-Division

Calhoun	J- 78	29	Both ends
Resaca	J- 84	5	South end
Ringgold	J-114	50	Both ends
Chickamauga	J-126	47	Both ends
Tyner Junction	J-128	23	Both ends

OTHER TRACKS — Etowah Sub-Division

Patty	C-334.7	94	Both ends
Conasauga	C-362.0	8	South end
Eton	C-374.5	11	North end
Joubert	C-376	8	North end
Coniston	C-388.4	13	North end
Ranger	C-398.1	17	Both ends
Fairmount	C-402.8	10	Both ends
Rydal	C-410.1	3	South end
White	C-414.0	55	Both ends

OTHER TRACKS — Copperhill Sub-Division

Station	Mile Post Location	Capacity in 55-foot Cars	Switch
Mineral Bluff	KG-396.2	7	Both ends
Culberson	KG-405.6	19	Both ends
Ranger	KG-409.2	6	North end
Murphy	KG-416.8	Yard	Wye
Stansbury	KX-373.2	23	North end
Kiker	KX-412.8	15	Both ends
Wetmore	KX-339.4	14	South end
Reliance	KX-345.4	5	Both ends
Turtletown	KX-368.7	11	Both ends
Ducktown	KX-376.6	14	Both ends
Westbrook	KX-429.2	9	Both ends
Gober	KX-445.4	13	Both ends

SPEED RESTRICTIONS — W&A Sub-division

Mile Post	Piggyback	Freight
Lookout to East End	20	20
130.2 to 129.7	35	35
129.7 to 128.3	40	40
124.6 to 122.8	35	35
118.9 to 117.9	40	40
117.9 to 113.8	45	45
113.8 to 112.9	40	40
108.0 to 106.6	40	40
106.6 to 105.7	35	35
105.7 to 103.5	40	40
101.4 to 99.2	40	40
99.2 to 97.2	45	45
49.7 to 45.8	40	40
36.5 to 7.0	35	35
7.0 to 4.65	20	20
4.65 to 0	10	10
Tyner Branch	25	25
99.4 Southern Crossing, Dalton, Ga.	25	25
Stilesboro Connector	10	10
West End Belt, Atlanta	10	10

Etowah Sub-division

C-341.8 to C-344.0	45	45
C-370.7 to C-371.8	45	45
C-381.0 to C-382.0	45	45
C-383.9 to C-385.5	45	45
C-408.0 to C-410.1	40	40
C-422.0 to C-423.0	20	20

Chattanooga Sub-division

Mile Post	Piggyback	Freight
D-Line Radnor	30	30
61.3 to 63.5	35	35
63.5 to 66.4	40	40
81.4 to 81.7	45	45
88.0 to 94.6	30	30
94.6 to 95.2	40	40
112.3 to 112.6	40	40
121.3 to EDT Bridgeport	35	35
EDT Bridgeport to EDT Hale	10	10
127.4 to 127.6	45	45
132.5 to Lookout	30	30
Cumberland Mountain Tunnel	20	20

NORMAL SPEEDS — UNLESS OTHERWISE SPECIFIED
TURNOUTS AND CROSSOVERS

Location	Speed (Miles per Hour)
Glenncliff — End of double track	30
D Line MP 7.3 Turnout to yard	30
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

NORMAL SPEED AND GROSS WEIGHT RESTRICTIONS
Speed Restrictions (MPH) As Shown for Certain Equipment

Line	Line Capacity (Lbs.)	Normal Speed	Cars Weighing		Engines in Series			Wrecker Nos.		Pile Driver, Locomotive Cranes, Ditchers, and Other, Top-heavy Equipment
		Freight	220,000	220,000 263,000	388-959 2025-2077 5000-5039	1000-1128 1300-1378 1600-1626 2500-2509 2700-2824 3000-3029 4000-4144 3554-3583 4500-4504	1200-1278 1400-1499 1500-1582	GA1901 LN40020	LN40027 LN40023 SCL771202 SOU903016 SOU903013 SOU903012	
Nashville to Bridgeport (EDT)	263,000	50	.....	.....	Note D	.....	Note A	30	30 Note 1	30
Bridgeport to Hale (EDT)	256,000	10	.....	.....	Note A	Note A	Note A	10	05	10
(On Bridges 122.6 & 123.1)	256,000	10	.....	Note A	Note A	Note A	Note A	Note 1-2	Note 1-2-3	
Hale (EDT) to Wauhatchie	263,000	50	.....	.....	Note D	.....	Note A	30	30	30
Wauhatchie to MP 36.4	263,000	50	.....	.....	Note D	.....	Note A	30	30	30
MP 36.4 to Tilford	263,000	35	.....	.....	Note D	.....	Note A	30	30	30
West End Belt Atlanta	263,000	10	.....	.....	Note D	.....	Note A	10	10	10
Wartrace to Shelbyville	263,000	30	.....	.....	Note D	Barred	Barred	Note 4	Note 4	Note 4
Tullahoma to Sparta	220,000	30	Note B	Note B	Note D	Barred	Barred	25 Note 2	Barred	25
Decherd to Huntsville	220,000	30	Note C	Note C	Note D	Barred	Barred	25 Note 2	Barred	25
Elora to Fayetteville	210,000	30	.....	.....	Note D	Barred	Barred	25 Note 2	Barred	25
Cowan to MP 2 Tracy City Branch	263,000	30	.....	.....	Note D	Barred	Barred	25	25 Note 3	25
MP 2 to MP 8 — Tracy City Branch	263,000	10	.....	.....	Note D	Barred	Barred	10	10 Note 3	10
MP 8 to End — Tracy City Branch	263,000	30	.....	.....	Note D	Barred	Barred	25	25 Note 3	25
Bridgeport to Pikeville	220,000	30	.....	.....	Note D	Barred	Barred	25 Note 2	Barred	25
Tyner Junction to Tyner	263,000	25	.....	.....	Note D	Barred	Barred	20 Note 2	20 Note 3	20
Stilesboro Connector	263,000	25	.....	.....	.....	.....	Note A	10	10	10
Etowah to Junta	263,000	50	.....	.....	Note D	.....	Note A	30 Note 5	30 Note 5	30
Etowah to Reliance	263,000	40	.....	.....	Note D	.....	Barred	30 Note 5	30 Note 5	30
Reliance to MP KX-361	263,000	30	.....	.....	.....	.....	Barred	25 Note 5	25 Note 5	25
MP KX-361 to MP 364.3	263,000	10	.....	.....	.....	.....	Barred	10 Note 5	10 Note 5	10
MP KX-364.3 to Copperhill	263,000	30	.....	.....	.....	.....	Barred	25 Note 5	25 Note 5	25
Copperhill to Whitestone	251,000	30	.....	.....	.....	.....	Barred	25 Note 6	Barred	25
Whitestone to Elizabeth	263,000	30	.....	.....	.....	.....	Barred	25 Note 5	25 Note 5	25
Murphy Branch	251,000	25	.....	.....	.....	.....	Barred	15 Note 6	Barred	15
Calhoun Branch	263,000	15	.....	.....	.....	.....	Barred	15 Note 5	15 Note 5	15

Note A: The following locomotives are not allowed to run across Bridges 122.6 and 123.1 Bridgeport: 100-199, 388-399, 1116-1128, 1200-1224, 1318-1335, 1400-1432, 1058-1060, 1500-1525, 1600-1626, 2500-2509, 2700-2707, 3000-3009 and 5600-5602; Southern Railway locomotives class U-30-C and SD-45 with gross weight of 414,000 pounds; ACL Tri-Mount locomotives SCL 2100-2120, 2200-2210.

Note B: 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 70,000 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 ten (10) miles per hour while handling these cars; jumbo tank cars consigned to Spar Gas, Inc., Doyle, Tenn., will have a gross weight of 235,000 pounds, and may be handled on Sparta Branch only when placed between two lightweight, four-axle cars, each of which shall not exceed 70,000 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 ten (10) miles per hour while handling these jumbo tank cars.

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

Note C: Between Decherd, Tenn. and Huntland, Tenn., 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.

Note D: GP-9 Engines 501-545 are not allowed on Sparta Branch. GP-9 Engines 511-545 are not allowed on Huntsville and Fayetteville, Sequatchie Valley, and Tyner branches. GP-9 Engines 523-541 are not allowed on Tracy City Branch. SW-1500 and MP-1500 Engines 1500-1539 cannot be operated on Sequatchie Valley, Huntsville and Fayetteville branches. GP-7N Engines 490-495, when used on main track, must not exceed thirty-five (35) miles per hour.

Wreckers	Location	Axles	Rating
LN 40027	Corbin	6	250
LN 40020	Etowah	4	150
LN 40023	Radnor	6	200
GA 1901	Tilford	4	160
SCL 771202	Tilford	6	200
SOU 903016	Inman	6	250
SOU 903013	DeButts	6	250
SOU 903012	Knoxville	6	250

Anytime it is necessary to disconnect a wrecker from the remainder of consist or engines being used in this service, skates must be applied before disconnection is made.

Note 1: The eight itemized wreckers may be operated:

Nashville to Bridgeport (EDT)
(EDT) Hale to Atlanta
Shelbyville Branch
Tracy City Branch
West End Belt, Atlanta
Stilesboro Connector

with spacing and restrictions as follows:

Equipment	Maximum Gross Weight
Engine	As applicable
Spacer	70,000 lbs.
Wrecker	As applicable
Spacer	70,000 lbs.

Remaining assigned equipment of consist.

Do not exceed ten (10) miles per hour over Bridge 5.8, North end Vultee Junction, Tenn., when handling six-axle wreckers.

Note 2. Four-axle wreckers (LN 40020 and GA 1901) may be handled over main and branch lines with spacing and restrictions as follows:

Equipment	Maximum Gross Weight
Engine	As applicable
Spacer	70,000 lbs.
Spacer	70,000 lbs.
Wrecker	As applicable
Spacer	70,000 lbs.
Spacer	70,000 lbs.

Remaining assigned equipment of consist.

Do not exceed ten (10) miles per hour over Bridges 122.6 and 123.1, Bridgeport, Ala.

Do not exceed ten (10) miles per hour over Bridges 32.1, 33.9, 37.3, 47.3 and 60.8, Sparta Branch.

Do not exceed ten (10) miles per hour over Bridges 6.6 and 39.9, Sequatchie Valley Branch.

Do not exceed five (5) miles per hour over Bridges 2.4 and 14.4, Fayetteville Branch.

GA 1901 wrecker may be operated up to but not across Bridge 14.4, Fayetteville Branch.

LN 40020 wrecker must not exceed five (5) miles per hour over Bridges 2.4 and 14.4 and ten (10) miles per hour over Bridges 31.6 and 33.3, Fayetteville Branch.

LN 40020 must not be operated over Bridge 38.1, Fayetteville Branch.

LN 40020 must not exceed ten (10) miles per hour over Bridge 30.5, Huntsville Branch.

Do not exceed ten (10) miles per hour over Bridge 128.4, Tyner Spur.

Note 3: Six-axle wreckers (LN 40023, SCL 771202, SOU 903013, and SOU 903016) may be handled on Bridges 122.6 and 123.1, Bridgeport, Ala., and on Tyner Spur with spacing and restrictions as follows:

Equipment	Maximum Gross Weight
Engine	As applicable
Spacer	100,000 lbs.
Spacer	50,000 lbs.
Spacer	50,000 lbs.
Wrecker	As applicable
Spacer	50,000 lbs.
Spacer	50,000 lbs.
Spacer	100,000 lbs.

Remaining assigned equipment of consist.

Do not exceed five (5) miles per hour over Bridges 122.6 and 123.1, Bridgeport, Ala.

Do not exceed five (5) miles per hour over Bridge 128.4, Tyner Spur.

Note 4: On Shelbyville Branch, when handling wreckers, pile drivers, cranes, and ditchers, do not exceed twenty-five (25) miles per hour between MP 0 and MP 7. Do not exceed ten (10) miles per hour between MP 7 and end.

Note 5: The eight itemized wreckers may be handled when preceded and followed by a car 42 feet in length and weighing less than 70,000 pounds with the speed reduced to ten (10) miles per hour over:

Bridge 29, MP KX-346.5; Bridge 39, MP KX-360.6;
Bridge 47, MP KX-363.6; Bridge 59, MP KX-370.2;
Bridge 61, MP KX-370.6; Bridge 62, MP KX-370.7;
Bridge 64, MP KX-374.1; Bridge 65, MP KX-374.2; Bridge 70,
MP KX-377.1
Y Track Trestle, Copperhill, MP KX-381.6A
Bridge 109, MP KX-421.2; Bridge 118, MP KX-445.0;
Bridge 119, MP KX-447.4.

Note 6: Four-axle wreckers (LN 40020 and GA 1901) may be handled between Whitestone and Copperhill including Murphy Branch with the speed reduced to ten (10) miles per hour over:

Bridge 74, MP KX-383.9; Bridge 76, MP KX-385.7;
Bridge 80, MP KX-393.0; Bridge 82, MP KX-393.2;
Bridge 87, MP KX-399.4; Bridge 93, MP KX-407.5;
Bridge 1, MP KG-393.5; Bridge 2, MP KG-395.6;
Bridge 4, MP KG-397.0; Bridge 19, MP KG-409.8.

All weights given above under "Line Capacity" are for 4-AXLE FREIGHT CARS, two or more coupled together. Gross weight is the maximum gross weight of car and lading.

Weights up to and including 224,000 pounds apply to cars 38 feet long in train.

Weights over 224,000 pounds apply to cars 43 feet 10 inches long in train.

Cars shorter than 43 feet 10 inches, or 38 feet, reduce the respective allowed gross weights in proportion to the length. When it is necessary to run heavier cars than shown above over a portion of this Division, authority must be obtained from the Chief Dispatcher.

LOCOMOTIVE TONNAGE RATINGS
CHATTANOOGA SUB-DIVISION

UNIT NOS.	Radnor To Tullahoma	Tullahoma To Cowan	Cowan To Sherwood	Sherwood To Alaten	Alaten To Wauhatchie	Wauhatchie To Bridgeport	Bridgeport To Sherwood	Sherwood To Cowan	Cowan To Radnor
400-490	1475	2125	800	2850	1375	1200	2500	625	1825
501-959	1700	2500	900	3350	1600	1425	2925	750	2150
1000-1070	1875	2800	1000	3550	1800	1600	3225	825	2375
1101-1115	1925	2875	1025	3625	1850	1650	3300	850	2450
1116-1128	1950	2900	1050	3675	1875	1675	3350	875	2475
1200-1224	2400	3575	1350	4500	2300	2025	4150	1050	3025
1225-1228	2775	4150	1575	5225	2650	2375	4750	1250	3525
1229-1278	2850	4200	1625	5350	2725	2425	4850	1275	3600
1279-1297	2400	3575	1350	4500	2300	2025	4150	1050	3025
1300-1335	1925	2875	1025	3625	1850	1650	3300	850	2450
1351-1378	1875	2800	1000	3550	1800	1600	3225	825	2375
1400-1435	2375	3575	1350	4500	2275	2025	4150	1050	3025
1470-1498	2825	4200	1625	5325	2725	2400	4850	1250	3575
1500-1533	2375	3575	1350	4500	2275	2025	4150	1050	3025
1534-1582	2825	4200	1625	5325	2725	2400	4850	1250	3575
1600-1626	1875	2800	1000	3550	1800	1600	3225	825	2375
2500-2707	2000	3000	1100	3800	1950	1700	3450	900	2550
2708-2824	1875	2800	1000	3550	1800	1600	3225	825	2375
3000-3009	1950	2900	1050	3675	1875	1675	3350	875	2475
3010-3029	1925	2875	1025	3625	1850	1650	3300	850	2450
3554-3613	2850	4200	1625	5350	2725	2425	4850	1275	3600
4000-4144	1925	2875	1025	3625	1850	1650	3300	850	2450
4225-4234	1475	2125	800	2850	1350	1200	2500	625	1825
4500-4504	1875	2800	1000	3550	1800	1600	3225	825	2375
5030-5039	1475	2125	800	2850	1350	1200	2500	625	1825
5115-5129	1875	2800	1000	3550	1800	1600	3225	825	2375
6011-6044	1925	2875	1025	3625	1850	1650	3300	850	2450
6600-6616	1950	2900	1050	3675	1875	1675	3350	875	2475
7000-7069	2900	4300	1650	5425	2775	2475	4950	1300	3675
7514-7523	2375	3575	1350	4500	2300	2025	4150	1050	3025
8000-8126	2900	4300	1650	5425	2775	2475	4950	1300	3675

LOCOMOTIVE TONNAGE RATINGS
W&A SUB-DIVISION

Wauhatchie To Kingston	Kingston To Junta	Junta To Tilford	Tilford To Kennesaw	Kennesaw To Junta	Junta To MP 127.3	MP 127.3 To Wauhatchie	UNIT NOS.
2000	2275	1625	1625	2375	1925	3100	400- 490
2350	2650	1925	1925	2800	2275	3625	501- 959
2625	2950	2150	2150	3100	2525	4000	1000-1070
2700	3025	2200	2200	3175	2575	4100	1101-1115
2750	3075	2225	2225	3225	2600	4150	1116-1128
3350	3775	2750	2750	3950	3225	5125	1200-1224
3875	4375	3175	3175	4600	3725	5900	1225-1228
3975	4475	3250	3250	4700	3800	6025	1229-1278
3350	3775	2750	2750	3950	3225	5125	1279-1297
2700	3025	2200	2200	3175	2575	4100	1300-1335
2625	2950	2150	2150	3100	2525	4000	1351-1378
3350	3750	2750	2750	3950	3225	5125	1400-1435
3950	4450	3250	3250	4675	3800	6000	1470-1498
3325	3750	2750	2750	3950	3225	5125	1500-1533
3950	4450	3250	3250	4675	3800	6000	1534-1582
2625	2950	2150	2150	3100	2525	4000	1600-1626
2825	3200	2325	2325	3350	2700	4300	2500-2707
2625	2950	2150	2150	3100	2525	4000	2708-2824
2750	3075	2225	2225	3225	2600	4150	3000-3009
2700	3025	2200	2200	3175	2575	4100	3010-3029
3875	4475	3250	3250	4700	3800	6025	3554-3613
2700	3025	2200	2200	3175	2575	4100	4000-4144
2000	2275	1625	1625	2375	1925	3100	4225-4234
2625	2950	2150	2150	3125	2575	4000	4500-4504
2000	2275	1625	1625	2375	1925	3100	5030-5039
2625	2950	2150	2150	3100	2525	4000	5115-5129
2700	3025	2200	2200	3175	2575	4100	6011-6044
2750	3075	2225	2225	3225	2600	4150	6600-6616
4025	4525	3300	3300	4775	3875	6100	7000-7069
3350	3750	2750	2750	3950	3225	5125	7514-7523
4025	4525	3300	3300	4775	3875	6100	8000-8126

LOCOMOTIVE TONNAGE RATINGS
ETOWAH-COPPERHILL SUB-DIVISIONS

UNIT NOS.	Etowah To Junta	Junta To Etowah	Etowah To Apalachia	Apalachia To Farner	Farner To Blue Ridge	Blue Ridge To Talking Rock	Talking Rock To Ruden
400-490	2350	2125	1950	925	1250	925	850
501-959	2750	2500	2300	1100	1500	1100	1000
1000-1070	3050	2775	2525	1225	1650	1225	1100
1101-1115	3100	2850	2600	1250	1700	1250	1125
1116-1128	3150	2900	2625	1275	1725	1275	1150
1200-1224	3900	3575	—	—	—	—	—
1225-1228	4500	4150	—	—	—	—	—
1229-1278	4600	4225	—	—	—	—	—
1279-1297	3900	3575	—	—	—	—	—
1300-1335	3100	2850	2600	1250	1700	1250	1125
1351-1378	3050	2775	2525	1225	1650	1225	1100
1400-1435	3875	3575	—	—	—	—	—
1470-1498	4575	4225	—	—	—	—	—
1500-1533	3875	3575	—	—	—	—	—
1534-1582	4575	4225	—	—	—	—	—
1600-1626	3050	2775	2525	1225	1650	1225	1100
2500-2707	3250	3000	2700	1325	1800	1325	1200
2708-2824	3050	2775	2525	1225	1650	1225	1100
3000-3009	3150	2900	2625	1275	1725	1275	1150
3010-3029	3100	2850	2600	1250	1700	1250	1125
3554-3613	4600	4225	—	—	—	—	—
4000-4144	3100	2850	2600	1250	1700	1250	1125
4225-4234	2350	2125	1950	925	1250	925	850
4500-4504	3050	2775	—	—	—	—	—
5030-5039	2350	2125	1950	925	1250	925	850
5115-5129	3050	2775	2525	1225	1650	1225	1100
6011-6044	3100	2850	2600	1250	1700	1250	1125
6600-6617	3150	2900	2625	1275	1725	1275	1150
7000-7069	4650	4300	—	—	—	—	—
7514-7523	3875	3575	—	—	—	—	—
8000-8126	4650	4300	—	—	—	—	—

LOCOMOTIVE TONNAGE RATINGS
COPPERHILL SUB-DIVISION

Ruden To Elizabeth	Murphy Juction To Murphy	Murphy To Murphy Junction	Elizabeth To Blue Ridge	Blue Ridge To Copperhill	Copperhill To Stansbury	Stansbury To Etowah	UNIT NOS.
925	850	925	925	2050	900	1950	400- 490
1100	1000	1100	1100	2400	1075	2250	501- 959
1225	1100	1225	1225	2650	1200	2500	1000-1070
1250	1125	1250	1250	2725	1225	2575	1101-1115
1275	1150	1275	1275	2775	1250	2600	1116-1128
—	—	—	—	—	—	—	1200-1224
—	—	—	—	—	—	—	1225-1228
—	—	—	—	—	—	—	1229-1278
—	—	—	—	—	—	—	1279-1297
1250	1125	1250	1250	2725	1225	2575	1300-1335
1225	1100	1225	1225	2650	1200	2500	1351-1378
—	—	—	—	—	—	—	1400-1435
—	—	—	—	—	—	—	1470-1498
—	—	—	—	—	—	—	1500-1533
—	—	—	—	—	—	—	1534-1582
1225	1100	1225	1225	2650	1200	2500	1600-1626
1325	1200	1325	1325	2850	1300	2700	2500-2707
1225	1100	1225	1225	2650	1200	2500	2708-2824
1275	1150	1275	1275	2775	1250	2600	3000-3009
1250	1125	1250	1250	2725	1225	2575	3010-3029
—	—	—	—	—	—	—	3554-3613
1250	1125	1250	1250	2725	1225	2575	4000-4144
925	850	925	925	2050	900	1950	4225-4234
—	—	—	—	—	—	—	4500-4504
925	850	925	925	2050	900	1950	5030-5039
1225	1100	1225	1225	2650	1200	2500	5115-5129
1250	1125	1250	1250	2725	1225	2575	6011-6044
1275	1150	1275	1275	2775	1250	2600	6600-6616
—	—	—	—	—	—	—	7000-7069
—	—	—	—	—	—	—	7514-7523
—	—	—	—	—	—	—	8000-8126

LOCOMOTIVES EQUIPPED WITH DYNAMIC BRAKES

950- 959	2500 Series	4100 Series
1058-1060	2700 Series except	5100 Series
1116-1128	2700-2707	6000 Series
1200 Series	2800 Series	7000 Series
1351-1376	3000 Series	7513-7523
1400 Series	3500 Series	8000 Series
1500 Series except	3600 Series	
1518-1525	4000 Series	

LOCOMOTIVES EQUIPPED WITH ALIGNMENT CONTROL DRAFT GEAR — DYNAMIC BRAKES CAN BE USED WITH THESE UNITS

900- 904	1300-1335	1600-1626
1000-1057	1377-1388	2700-2707
1100-1115	1518-1525	4500-4504

QUOTATIONS FROM STATE STATUTES

The following excerpts from State Statutes, as indicated, are provided as information. Where L&N requirements are more strict, they must be observed:

Alabama:

The engineer or other person operating a locomotive on any railroad, must blow the horn or whistle or ring the bell; (a) at least one-fourth of a mile before reaching any public road crossing, or any regular station or stopping place on such railroad and continue with such signal at short intervals, until such crossing or such station or stopping place has been passed; (b) immediately before, and at the time of leaving a station or stopping place; and also immediately before entering any curve crossed by a public road, not marked in accordance with Section 37-2-80, Code of Alabama 1975, where he cannot see at least one-quarter of a mile ahead, and must approach and pass such unmarked crossing at such speed as to prevent an accident in the event of an obstruction at the crossing; (c) at short intervals, on entering into or while moving within or passing through any village, town or city. He must also, on perceiving any obstruction on the track, use all means within power, known to skillful engineers, such as apply brakes in order to stop the train.

Georgia:

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 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.

The engine bell should be turned on at the city limits sign and left on until he clears the city. This applies to all towns and cities in Georgia.

Tennessee:

“(1) The officials having jurisdiction over every public road crossed by a railroad shall place at each crossing a sign . . . and the failure of any engine driver to blow the whistle or ring the bell at any public crossing so designated by either the railroad company or the said public official shall constitute negligence.

“(2) On approaching every crossing so distinguished, the whistle or bell of the locomotive shall be sounded at a distance of one-fourth (¼) of a mile from the crossing, and at short intervals till the train has passed the crossing.

“(3) On approaching a city or town, the bell or whistle shall be sounded when the train is at a distance of one (1) 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.

“(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.”

Paragraph (3) above is applicable at the following incorporated towns on this Division:

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

Signs indicating the location of the corporate limits of cities and towns in Tennessee have been erected, and at a point one (1) 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.

CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAINS

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 a public crossing at grade at Wilson Avenue and Hadley Bend Track.

Flagman must immediately precede any car or engine being moved on crossing at grade, Mead Paper Company, lead access road to Widows Creek, TVA Steam Plant.

At Rocket, flagman must immediately precede any car or engine being moved onto public 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

Lavergne	25 miles per hour
Smyrna	35 miles per hour
Murfreesboro	40 miles per hour
Wartrace	25 miles per hour
Estill Springs	30 miles per hour
Speed applies between MP 76.1 — MP 78.2	
Decherd	30 miles per hour
Stevenson	25 miles per hour
Huntsville	30 miles per hour
except trains must not exceed ten (10) miles per hour over crossings at grade at Oakwood Avenue, Abingdon Street, Orchard Street, Wheeler Street, Holmes 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. Do not exceed five (5) miles per hour over Clinton Avenue.	
Chattanooga	8 miles per hour
over Main Street, Thirteenth Street, Broad Street, Market Street, King Street.	
Dalton	35 miles per hour
except Normal Speed may be resumed after train clears Tyler Street and after engine of southward train clears Brickyard Road.	
Calhoun	35 miles per hour
except when engine clears Industrial Park Road (first road crossing north of Drive-in Theater) trains in southward direction and Fain Street (third 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 (third street north of depot) trains in northward direction and Cook Street (fourth street south of depot) trains in southward direction, speed may be increased to forty-five (45) miles per hour for passenger trains and forty (40) miles per hour for freight trains.	
Acworth	25 miles per hour
Marietta	25 miles per hour
Smyrna	30 miles per hour
Atlanta	25 miles per hour
Ranger	25 miles per hour

Crossing warning device at Nicholson Road, Resaca, Ga., has a manual push button on the south side of signal case, which is located on east side of track north of crossing. This push button is to be used when train stops at crossing to raise and lower crossing gates.

Do not block Glenrose Avenue crossing located approximately 3300 feet north of MP 5, near Glencliff, Tenn., Chattanooga Sub-division, in excess of five minutes when it can be avoided.

Etowah, Tennessee Municipal Code Sec. 12-211 reads as follows:

“12-211. Operation of trains at crossings regulated. No person shall operate any railroad train across any street or alley without giving warning of its approach as required by state law; nor shall he make such crossing at a speed in excess of twenty-five (25) miles per hour. It shall also be unlawful to stop a railroad train so as to block or obstruct any street or alley for a period of more than five consecutive minutes.”

Section 222 of the City Code of the City of Chatsworth, Ga., reads as follows:

“No train shall be run within the corporate limits of Chatsworth at a greater speed than thirty (30) miles per hour.”

Chattanooga Sub-division

Trains handling locomotive cranes, pile drivers, or similar equipment, on their own wheels, on Sparta, Huntsville, Fayetteville and Sequatchie Valley branches must have two light cars between engine and such equipment; between each unit of such equipment or other heavy equipment for movement on these branches.

Retaining valves on all loaded cars in northward 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.

Movements on the TVA track between L&N yard at Widows Creek and the Widows Creek Power Plant are governed by the following:

- (1) Movement from L&N yard at Widows Creek to the power plant area is designated northward.
- (2) Movement from power plant area to the L&N yard at Widows Creek is designated southward.
- (3) An Absolute Block Signal located approximately 615 feet north of switch connecting L&N yard with the TVA track governs northward movements.
- (4) An Absolute Block Signal located approximately 183 feet south of new switch connecting to Mead Paper Company track governs southward movements.
- (5) These block signals are of the searchlight type and are equipped to display a green or red aspect.
- (6) These block signals are normally dark and will become lighted only when movement approaches to within approximately 475 feet of the signal governing northward movements. Signal will become lighted when movement southward from Mead Paper Company track approaches the clearance point. L&N crews must remain in the clear on Mead track until track is clear or until the prescribed waiting period as outlined below has elapsed. Signal for TVA crews operating southward on TVA track will be actuated near the clearance point with Mead track.
- (7) A green aspect indicates the track is clear and movement may proceed at Normal Speed.
- (8) A red aspect indicates “Stop.”

(9) Information signal has been installed 560 feet south of Absolute Block Signal No. 0-1 at Interchange Yard at Widows Creek. Also an indicator on mast is located approximately 185 feet south of switch connecting to Mead Paper Company near Widows Creek Power Plant, governing southward movements from Widows Creek Power Plant to L&N yard at Widows Creek.

These indicators will display a white light when there are no trains occupying TVA track between Absolute Block Signal No. 0-1 near L&N yard at Widows Creek and Absolute Block Signal No. 2-2 near Widows Creek Power Plant. These indicators will not be lighted when a train is occupying TVA track between these block signals.

A metal box painted yellow equipped with push button and indicator light is mounted on relay cases at Absolute Block Signals No. 0-1 and No. 2-2. Push button should be used when Absolute Block Signal is displaying “Stop” indication. Indicator light burning indicates no train is occupying TVA track between TVA track and Widows Creek. No indicator light burning indicates TVA track is occupied by a train between these block signals.

Should Absolute Block Signal display “Stop” indication and no immediate opposing movement on TVA track is evident, a member of crew should open push button box. If light in box is burning, press push button, then wait eight minutes. If signal indication does not authorize movement to proceed after eight minutes, and it is evident there is no opposing movement, the block signal may be passed and train may proceed prepared to stop within one-half the range of vision not to exceed fifteen (15) miles per hour.

(10) Movements must not foul TVA track between L&N yard at Widows Creek and the power plant area until switches connected with the movements are properly set and the way seen to be clear.

(11) A rectangular-shaped metal sign, painted yellow, displayed on the right side of track in the direction of movement indicates track maintenance work ahead and movement must be made at Restricted Speed.

(12) Maximum authorized speed between L&N yard at Widows Creek and the power plant area is twenty (20) miles per hour.

(13) A movement delayed between the opposing block signals must proceed at a speed which will permit the stopping within one-half range of vision.

(14) Reverse movements must not be made except when necessary due to two opposing movements being between the opposing block signals at the same time. When a reverse movement is necessary for this reason, such movement must be protected by flagman walking in advance of the movement with a red flag by day or a red light by night.

(15) Switch to Mead track must be restored to normal position after being used.

(16) Dwarf Indicator equipped with “S” marker lamp is located at clearance point of Mead track and TVA lead track and governs southward movements from Mead track onto TVA track.

(17) Dwarf Indicators are located at clearance points of TVA yard tracks and govern southward movements from TVA yard tracks onto TVA lead track.

Etowah and Copperhill Sub-divisions

Between switch at Atlantic Steel and Junta trains will use tracks as instructed by dispatcher.

Six-axle Diesel Units may be operated on portions of Etowah Sub-division as follows:

Etowah to Junta — All tracks adjacent to main track Etowah Yard and North Yard.

All northward trains enroute Etowah from Patty will call Etowah yardmaster for instructions before passing South Etowah.

The normal position of the north roundhouse lead switch, Etowah Yard, is for movement through Long John track.

At Tate, the normal position for the main track switches will be for the siding. The main track from the clearance point at the south end through the south wye switch to the end of the tail track will be used for yard purposes and switches will be lined accordingly. The crossover between the siding and the main track will not be blocked by cars.

Flag protection must be provided for highway vehicular traffic prior to making movement on south leg of Wye across Highway No. 68, Copperhill Yard.

Trains in both directions between Etowah and Copperhill will handle empty cars behind all loads or in the rear half of train.

Consist of southward trains between Etowah and Copperhill must not exceed a total of 100 cars or 80 percent of tonnage rating on locomotives, whichever comes first.

Through cars for Blue Ridge and beyond, must be trained first behind Copperhill loads, with empty cars for Copperhill following.

Do not exceed five (5) miles per hour over turntable at Etowah.

Switch leading to old main track to Copperhill Sub-division located at South Etowah will be lined for movement from Etowah Sub-division.

Trains and yard engines leaving or entering old line will stop and line switch for their movement after receiving permission from yardmaster.

W&A Sub-division

Do not exceed five (5) miles per hour on yard tracks and Farmer Chemical tracks, Tyner, Tenn.

Do not exceed ten (10) miles per hour between main track and Vulcan Material Plant at Kennesaw, Ga.

Do not exceed five (5) miles per hour on coal unloading trestle at Plant Bowen, Stilesboro, Ga.

Six-axle tank cars are barred on house, team, and in industrial tracks, except Dow Chemical and General Analine Film #1 and #2 leads.

Trains handling loaded placarded tank cars of the 112A and 114A type do not exceed thirty (30) miles per hour between MP 8 and MP 36.2.

Operation of Trains Between Bowen Wye and Stilesboro, Ga.

(Definition of Absolute Block System: A block in which a train or engine is not permitted to enter while it is occupied by another train or engine.)

An Absolute Block System is in effect on the L&N Stilesboro Connector from the Absolute Block Signal governing movements from the Stilesboro Connector near Sugar Valley Road Crossing, as indicated by signs reading “BEGIN L&N ABSOLUTE BLOCK,” and L&N-SCL Junction as indicated by signs reading “END L&N ABSOLUTE BLOCK.”

A second Absolute Block System (Stilesboro Block) designated “SCL ABSOLUTE BLOCK” is in effect on SCL main track, from the L&N-SCL Junction, near MP 638.6, and clearance point of Georgia Power Company switch, near MP 633.2, Stilesboro, Ga., as indicated by signs reading “ABSOLUTE BLOCK.”

A third Absolute Block System (Rockmart Block) designated “SCL ABSOLUTE BLOCK” is in effect on SCL main track from clearance point of Georgia Power Company switch near MP 633.2 and MP 632.0 as indicated by signs reading “ABSOLUTE BLOCK.”

These ABSOLUTE BLOCKS are under the control of L&N operator located at Cartersville, Ga.

Trains and engines will operate, not exceeding ten (10) miles per hour, within limits of the L&N ABSOLUTE BLOCK and will operate, not exceeding twenty-five (25) miles per hour within the limits of the SCL ABSOLUTE BLOCKS.

Trains or engines must not enter these absolute blocks without authority of operator obtained by conductor or engineman orally (if by radio, engines will use Channel One). The authority to use either block will be for movement in one direction. Reverse movement must not be made until train is stopped, prior authority for move is cancelled, and authority for reverse movement is obtained from the operator. Conductor or engineman must repeat authority received orally and identify himself to operator before entering block. Conductor and engineman are both responsible for knowing authority has been obtained before entering these blocks or making reverse movements.

Authority of operator to occupy these absolute blocks will supersede superiority of trains.

Train orders, except slow and bulletin orders, will not be required in these blocks. SCL Clearance Card or L&N Clearance Form A, except when required with slow and bulletin orders, will not be required to use the absolute blocks.

After train or engine clears any of these blocks, conductor or engineman will report “Clear” to the 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 block after reporting “Clear” until authority is again secured from operator.

Normal position of switch to Georgia Power Company, MP 633.3, Stilesboro, will be lined for Georgia Power Company track, maximum speed of fifteen (15) miles per hour through turnout, and trains or engines must not report “Clear” of this 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 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, MP 633.3, Stilesboro, to be used as instructed by information posted on wall to contact operator at Cartersville in event he cannot be reached by radio.

SPECIAL INSTRUCTIONS — WAUHATCHIE TERMINALS

Trains handling wreckers, locomotive cranes, pile drivers or similar equipment must not exceed ten (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.

Trains entering Wauhatchie Yard from the north, will be stopped just short of any switch that must be lined for entry into the previously designated track. Train will not be started until all switches are lined for the route into the designated track.

Speed will not exceed ten (10) miles per hour while movement is made through the switches. The engineer should control his train by using dynamic brakes. Amperage is not to exceed 350 amps. If train speed cannot be controlled at a speed of not exceeding ten (10) miles per hour by using dynamic braking system, the automatic brake will be used in conjunction with dynamic brake.

Before reverse movement 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.

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

Switching Cherokee Warehouse, Loc. 704, Wauhatchie Yard, will be performed by using existing walkways which have been constructed as follows:

- 1.Tracks 34, 35 and 36 — From clearance point to switch.
- 2. Tracks 34, 35 and 36 — Between tracks or entire length.
- 3. Tracks A B C D — From switch to asphalt parking lot East side.
- 4. Cherokee Warehouse Lead — East side. From main entrance road south for 897 feet.
- 5. Crossover from main yard to Loc. 702 switch lead to south switch lead. West side.
- 6. Train separations will be made from walkway side.

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 from lock hasp, which will start time interval of three minutes. After the three 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.

A device located 400 feet south of Huff Road Bridge, governed by operator Howell Interlocking Tower, will detect excessive height cars passing this location.

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

Do not exceed ten (10) miles per hour through tunnels on West End Belt, Tilford, Ga.

A manual block is in effect on L&N southward main and Georgia Railroad eastward main track between clearance point of the circle track (this track diverges from L&N southward main in a northwesterly direction, 927 feet north of MP 0) and Piedmont Avenue, Atlanta Joint Terminal, Atlanta, Ga.

Authority for AWP trains to use this block in either direction will be obtained through the yardmaster, Atlanta Joint Terminal Yard (hereinafter shown as AJT). AJT yardmaster will secure block from L&N operator at Howell Tower.

The AJT yardmaster will notify L&N operator, Howell Tower, when the block is clear.

Circle track switch must be locked when in normal or reverse position and must be lined and locked in normal position after having been used.

Southward and eastward trains operating on L&N southward main track between Howell Tower and AJT Yard (Piedmont Avenue) will obtain permission to occupy this manual block from L&N operator, Howell Tower.

If permission to occupy the block has not been received prior to arrival at Foundry Street, Atlanta, Ga., the movement must be stopped at Foundry Street and the conductor or engineer will contact L&N operator at Howell Tower by telephone (L&N Pax 226).

A member of southward or eastward trains will detrain at Boulevard, AJT Yard, and report to AJT yardmaster when train is clear of Piedmont Avenue and the yardmaster will notify L&N operator Howell Tower the block is clear.

When trains are delayed after the manual block has been cleared, but prior to arrival Howell Tower, a crew member will arrange to notify L&N operator, Howell Tower, promptly that the movement is clear of the manual block.

All movements within this manual block must be at Restricted Speed regardless of more favorable indication.

In the event of communication failure or emergency conditions, Rule 99 will apply.

All trains using the "spring track" will use the southward main track between connection, near Foundry Street, and Howell Tower.

When using the "Beaver Slide" or "Slide" at the south end of Tilford Yard, the following will govern:

1. When approaching the "Slide" have your train under control.
2. Know the length, tonnage, number of air compressors and air pressure leakage, if not equipped with 26 RL brake valve.
3. The more cars you have over 70, the less air it will take to stop at the bottom of the "Slide".
4. When coming down the "Slide" start braking soon enough to keep train at slow speed (5 MPH), prepared to stop at any time.
5. When stopped at the bottom (north end) of the "Slide", do not release train brakes until switches are lined for your movement and you have permission to move.
6. If you have 60 to 80 cars, with heavy tonnage, set one hand brake for each 10 cars. If you have only one compressor, set hand brake on enough cars to keep from running away.
7. Use as little air as possible to keep train under control. Train must be kept at slow speed (5 MPH) until approximately two-thirds of it is by the T.V. Tower, before increasing the speed (not to exceed 10 MPH during this move.)

8. When you start up the 2% grade at the T.V. Tower northward into Tilford, release engine brake slowly until train starts moving off the "Slide".

The "Slide" is approximately 70 (55 foot) car lengths long, and is on a 3½% descending grade into Tilford with the signal governing use of crossover approximately 10 car lengths from the switches into the Yard. At the top of the "Slide", south toward Howells, it is almost level for approximately 55 car lengths. This procedure outlined above is to prevent derailments in this area, and all concerned should be governed accordingly.

Do not exceed twenty (20) miles per hour from Tunnel on L&N Belt to SCL Junction. Do not exceed ten (10) miles per hour from SCL Junction to West End Yard.

SPEED TABLE

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

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

SYSTEM OFFICERS

N. K. FERGUSON

Assistant General Manager — Transportation

C. E. FREEMAN

General Superintendent Terminals — System

A. W. PUGH

Assistant General Superintendent Terminals — System

P. E. STRINGFELLOW

General Road Foreman of Engines

H. L. ENDICOTT

General Superintendent Safety and Rules Compliance

D. G. CATLIN

Assistant General Superintendent Safety and Rules Compliance

G. T. BREUNIG

Superintendent Safety

M. S. WOMACK

Superintendent Rules

ATLANTA DIVISION OFFICERS

L. A. WEBB

Office Trainmaster
Atlanta, GA

P. D. WEAVER

Trainmaster
Nashville, TN

T. D. DUGGAN

Road Foreman of Engines
Nashville, TN

G. G. HART

Assistant Trainmaster
Chattanooga, TN

N. R. McDOWELL

Chief Dispatcher
Atlanta, GA

W. H. SPIVEY

Trainmaster
Atlanta, GA

J. W. HOLCOMB

Road Foreman of Engines
Atlanta, GA

H. W. McDONALD

Assistant Trainmaster—
Safety Supervisor
Atlanta, GA

D. R. MEARKLE

Trainmaster
Etowah, TN

T. M. MULLINAX

Trainmaster—Safety Supervisor
Chattanooga, TN

M. E. ELLIOTT

Road Foreman of Engines
Etowah, TN

R. B. JOHNSON

General Yardmaster
Etowah, TN.

ATLANTA TERMINAL OFFICERS

R. W. RICHARDSON

General Superintendent Terminals
Atlanta, GA

J. W. DAVIS

Terminal Trainmaster
Atlanta, GA

D. E. STRICKLAND

Office Trainmaster — Terminal
Atlanta, GA

A. H. DORTON

Superintendent Terminals
Atlanta, GA

T. E. MINTER

Terminal Trainmaster
Atlanta, GA

C. WATT, JR.

Assistant Trainmaster
Atlanta, GA

M. C. KYLE

Terminal Trainmaster
Atlanta, GA

F. A. NECAISE

Terminal Trainmaster
Atlanta, GA

G. L. WIMSATT

Assistant Terminal Trainmaster
Atlanta, GA

P. T. SMITH

Assistant Terminal Trainmaster
Atlanta, GA

WAUHATCHIE TERMINAL OFFICERS

H. B. MARTIN

Assistant Superintendent Terminals
Chattanooga, TN

R. D. LOWERY

Assistant Terminal Trainmaster
Chattanooga, TN

J. D. MERRITT

Terminal Trainmaster
Chattanooga, TN

J. M. SMYTH

Terminal Trainmaster
Chattanooga, TN

C. D. KELLEY

Terminal Trainmaster
Chattanooga, TN

C. C. BRYANT

Assistant Terminal Trainmaster— Agent
Chattanooga, TN

SURGEONS AND OCULISTS

DISTRICT SURGEONS

ATLANTA, GA
Dr. L. F. GLASSCHATTANOOGA, TN
Dr. E. T. NEWELL, JR.NASHVILLE, TN
Dr. ROY J. RENFRO

ORTHOPEDIC SURGEON

NASHVILLE, TN
Dr. A. BRANT LIPSCOMB

LOCAL SURGEONS

ATLANTA, GA
Dr. H. HARLAN STONEBLUE RIDGE, GA
Dr. R. A. BURNSCALHOUN, GA
Dr. W. D. HALLCANTON, GA
Dr. C. R. ANDREWSCARTERSVILLE, GA
Dr. W. B. DILLARD, JR.CHATTANOOGA, TN
Dr. EDWARD AKINS (Associate)
Dr. PAUL E. HAWKINS
Dr. JOHN W. LARAMORE (Associate)
Dr. ROBERT E. MABE (Associate)
Dr. NAT H. SWANN (Associate)COPPERHILL, TN
Dr. W. C. ZACHARY, JR.COWAN, TN
Dr. CHARLES C. COUSERELORA, TN
Dr. A. L. GRIFFITHETOWAH, TN
Dr. LUIS J. ORDONEZ
Dr. T. W. WILLIAMSFAIRMOUNT, GA
Dr. B. H. STEELEHUNTSVILLE, AL
Dr. ROBERT C. BIBB
Dr. W. M. McKISSACKJASPER, GA
Dr. C. J. ROPERMARIETTA, GA
Dr. C. T. HENDERSONMcMINNVILLE, TN
Dr. J. L. MOOREMURFREESBORO, TN
Dr. JAMES P. ABERNATHY
Dr. RICHARD E. GREEN
Dr. OLIN O. WILLIAMSMURPHY, NC
Dr. B. W. WHITFIELDRINGGOLD, GA
Dr. C. W. STEPHENSONSEWANEE, TN
Dr. DUDLEY FORTSHELBYVILLE, TN
Dr. JOHN S. DERRYBERRYSOUTH PITTSBURG, TN
Dr. J. B. HAVRONSPARTA, TN
Dr. C. B. ROBERTSTULLAHOMA, TN
Dr. CHARLES H. WEBBWINCHESTER, TN
Dr. JO C. ANDERTON

OCULISTS

CHATTANOOGA, TN
Dr. WILLARD H. STEELE, JR.NASHVILLE, TN
Drs. LYLE, DRIVER AND ROWEPOSITION IN TRAIN OF PLACARDED CARS CONTAINING
HAZARDOUS MATERIALS

1	PLACARD APPLIED ON CAR	2	TYPE OF CAR	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
3	RESTRICTIONS										
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR.	✓	✓		✓					
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓		✓					
6	LOADED FLATCAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	①	✓	✓	✓	②					
7	AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓	✓	✓					
8	ENGINE	✓	✓	✓	✓	✓		✓			
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ③	✓ ③	✓ ③	✓	✓	④	✓	✓		
10	OCCUPIED CABOOSE	✓ ③	✓ ③	✓ ③	✓	✓		✓			
11	OCCUPIED GUARD CAR	✓ ③	✓ ③	✓ ③		✓					
12	UNDEVELOPED FILM				✓						
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓		✓					
14	A CAR CONTAINING LIGHTED HEATERS, STOVES OR LANTERNS.	✓	✓	✓		✓					
15	EXPLOSIVES A		✓	✓	✓	✓	✓				
16	POISON GAS	✓			✓	✓	✓				
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓						
18	RADIOACTIVE	✓	✓	✓		✓	✓				

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87.

SWITCHING PLACARDED CARS



CARS OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES A"

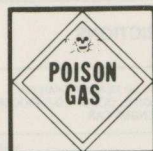
Must be separated from engine by at least one Non-placarded car.
Must not be cut off while in motion.
Must not be struck by any car moving under its own momentum.
Must not be coupled to with any more force than necessary to make coupling.
Must have doors closed before moving.
Must not be placed or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations.



DOT 112A 114A
Tank cars without
head shields

Flat cars carrying placarded trailers or containers
Placarded flat cars carrying trailers or containers
Cars placarded poison gas
DOT 112A and 114A tank cars without head shields
placarded flammable gas

Must not be cut off while in motion
Must not be struck by any car moving under its own momentum
Must not be coupled to with any more force than necessary to make coupling



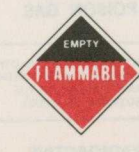
Where use of hand brakes is necessary, a loaded placarded tank car or draft containing a loaded placarded tank car must not be cut off until preceding cars are clear of the lead.
A draft containing a placarded loaded tank car must be clear of lead before releasing any cars to follow.

Where use of hand brakes is necessary, before a loaded placarded car or a draft containing a loaded placarded car is released, it must be determined by trial that the hand brake on the placarded car or the car in the draft being ridden is in proper working condition.
These restrictions do not apply to cars placarded combustible.

PLACARDED EMPTY TANK CARS

These cars last contained a commodity whose residue could be harmful. There are no switching restrictions.

Required Background for "Poison Gas-EMPTY"



— Notes —

SWITCHING PLACARDED CARS



CARS OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES 1"

Must be equipped with a quantity of flammable liquid or gas and be equipped with a fire extinguisher.

Must not be moved by any other means, under any conditions.

Must not be moved by any other means, under any conditions.

Must not be moved by any other means, under any conditions.

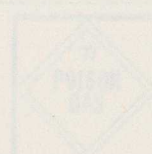
Must not be moved by any other means, under any conditions.



FLAT CARS OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES 2"

Placarded with a quantity of flammable liquid or gas.

Must not be moved by any other means, under any conditions.



Must not be moved by any other means, under any conditions.

Must not be moved by any other means, under any conditions.



When used for the purpose of switching, a loaded placarded tank car, or other equipment, a loaded placarded tank car, must not be moved by any other means, under any conditions.

A loaded placarded tank car, or other equipment, must not be moved by any other means, under any conditions.

When used for the purpose of switching, a loaded placarded car, or other equipment, a loaded placarded car, must not be moved by any other means, under any conditions.

A loaded placarded car, or other equipment, must not be moved by any other means, under any conditions.

PLACARDED EMPTY TANK CARS



— Notes —

— Notes —

