

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



NASHVILLE DIVISION

**TIME-TABLE
No. 325**

TAKING EFFECT

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

CENTRAL STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES ONLY

THE RIGHT IS RESERVED TO VARY THEREFROM
AS CIRCUMSTANCES MAY REQUIRE

W. J. McWHORTER General Manager
F. WHITTEMORE Superintendent Transportation
F. E. CARPENTER Superintendent
T. L. PHILLIPS Trainmaster
D. M. WEAR Assistant Trainmaster
E. C. FLORENCE Chief Dispatcher

SAFETY FIRST

Safety means the conservation of human life.

Always be on the alert to avoid accidents.

Foggy and stormy weather require special attention to the speed of your train.

Exercise precaution and regularity in your work.

Take no chances.

You should always look before stepping on a track.

Furnish your train proper protection at all times.

Injuries often result by depending upon others to protect you.

Revise from time to time your books of rules.

Study your time table carefully.

Think of those dependent upon you before taking a chance and you will

Always Be Careful.

— THINGS TO REMEMBER —

1. This Railway is composed of two parts:—one, is its physical plant—tracks, signals, shops, station buildings, locomotives, freight and passenger cars; the other, the men and women who operate it.

2. The first are the tools with which we work. However fine they may be, the finished product, in our case transportation, will be inferior unless we are experts in their handling. You can easily sell high-class merchandise—customers clamor for it—it is hard to dispose of shoddy and inferior goods, they go at bargain prices, if at all.

3. Railroads no longer have a monopoly in transportation, and in the future will be confronted with the keenest competition from transport by highway, air and water. We must make a high-class product if we are to sell it in quantity at a fair price, in the face of our competitors. They know that the surest way to get a repeat order is to please the customer, which means to give an efficient service, and that means a service given with courtesy and appreciation.

4. We have certain advantages over other forms of transportation, and in turn they have certain advantages over us, so, we too must show courtesy and appreciation if we are to get "repeat orders."

5. We face the changed conditions of an ever-changing complex civilization. It is nothing to shy away from; it cannot be met by hiding our heads in the sand. We must recognize and face it.

6. The only way to hold a reasonable share of the business that offers is to give a dependable service, and to see that our customers, big and little, are shown consideration and courtesy. It is the customer's money that makes the wheels click

and our pay checks possible. However fine our plant, you alone can make our service human and personal.

7. There are a million and one things you can do, and usually you are the only one who can do a particular thing.

8. It is you who must be kind and considerate of the aged or crippled passenger. It is you who must be courteous to all who ride.

9. It is you in yards and at freight stations who must see that shipments are handled promptly. It is you who rub elbows with our patrons who must by word and act let them see we appreciate their business.

10. It is you in train service who must see that freight movements are handled carefully and expeditiously, both in terminals and on the line.

11. It is you in freight and passenger depots, and in yard and ticket offices who must answer the telephone and furnish courteous and intelligent answers to the customer's question.

12. NOBODY but YOU can do these things, and TODAY is the DAY to BEGIN. Don't sit back and depend on someone else to do it. He may be depending on YOU.

13. We shall not fail if each does a little more that every patron may receive a service a little better than he expected.

14. There is nothing new in this—nothing you do not already know. But I think well to have it before us that we may remember the importance of doing simple things.

H. S. Hackworth

President.

SPECIAL INSTRUCTIONS—GENERAL

SUBDIVISIONS

Between Hickman and Bruceton.
Between Bruceton and Nashville.
Between Colesburg and Hohenwald.

MISCELLANEOUS

1. Where the words "Train" or "Trains" appear in rules, special instructions or bulletins, such rules, special instructions or bulletins, when applicable, must also be observed by an engine or engines.

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

| Color | Indication |
|---------------------------------|---|
| General Use | |
| Red | Stop. |
| Yellow | Proceed with Caution, and for other uses prescribed by rules and special instructions. |
| Green | Proceed, and for other uses prescribed by rules and special instructions. |
| White | As prescribed by Rules 12, 17, 18, 21, 24 and 33 and special instruction No. 8, page 3. |
| Blue | See Rule 26. |
| Train Order Signals | |
| Red | Stop. Train orders. |
| Green | Proceed. No train orders. |
| Block Signals | |
| Red | Stop. |
| Yellow | Caution. |
| Green | Proceed. |
| Interlocking Signals | |
| Red | Stop. |
| Yellow | Proceed with Caution. |
| Green | Proceed. |
| Main Track Switches | |
| Red | Not set to normal position. |
| Green | Set to normal position. |
| Inside Track Switches | |
| Yellow | Not set to normal position. |
| Green | Set to normal position. |
| Derails | |
| Yellow | Set to derail. |
| Green | Not set to derail. |
| Station Signal—Flag Stop | |
| Green & Yellow | Rule 28 has been so changed. |

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

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

5. One long, two short and one long (—00—) sounds of the engine whistle is an answer to a caution signal given by torpedoes or by yellow signals (except yellow fixed signals but not including "Slow" signs) and, in the absence of prescribed speed, the speed must then not exceed that necessary for safety.

6. Two short and one long (00—) sounds of whistle of leading engine of a doubleheader is a signal for engineman of second engine to assume control of train brakes.

Engineman of second engine must then immediately cut in brake valve, after which he will answer by sounding engine whistle in same manner, and engineman of leading engine must then immediately cut out brake valve.

No attempt may be made to return control of train brakes to engineman of leading engine until train has been stopped; defects in leading engine corrected, and enginemen have verbally arranged for engineman of leading engine to assume control of train brakes, but if defects in leading engine cannot be corrected where this stop is made, second engine must be put in the lead as soon thereafter as possible.

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

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

Signal must be repeated if necessary.

8. Two long, one short and one long (— —0—) sounds of engine whistle must be sounded approaching public crossings at grade.

When not within corporate limits, signal must be repeated or the last sound prolonged until crossing is reached.

When within corporate limits, signal will not be repeated or the last sound prolonged while approaching crossing except to prevent an accident.

9. The engine whistle must be sounded as prescribed for public crossings at grade and engine bell rung at signs with W & R thereon, located on right hand side of track as seen from an approaching train, but such sounding of such whistle and ringing of such bell does not relieve those concerned from fully observing Rule 31.

10. When rules require headlights to be displayed, electric headlights equipped with dimmers must be dimmed:

- (a) At points in yards where yard engines are at work.
- (b) At meeting points.
- (c) When standing.
- (d) On two or more tracks when approaching opposing trains.

11. By day, marker lamps instead of green flags, will be displayed to indicate rear of train. By night, yellow lights instead of green lights, will be displayed in marker lamps.

(a) Within CTC limits, when a train turns out by night and is clear of main track, yellow marker lights must be displayed to the front, side and rear.

(b) When cars not equipped to display the prescribed markers are handled behind a caboose or a passenger car, such markers must be displayed on caboose or passenger car and, in addition, a red flag by day and a red light by night, must be displayed on rear of last car.

When not within CTC limits and clear of main track to be passed, red signal must be removed from rear car, and by night, yellow marker lights displayed to the front, side and rear.

When within CTC limits and clear of main track, red signal must be removed from rear car and, by night, yellow marker lights displayed to the front, side and rear.

12. When cars are pulled by a yard engine, except when shifting or making up trains in yards, a flagman must be stationed on rear car and, in addition by night, a red light must be displayed on rear end of rear car.

*13. When trains are approaching sidings at which they are to be met or passed by trains of the same or superior class, either by schedule or train order, or any other trains by train order, or at which they are to wait for any train, or trains, by train order, enginemen must, immediately after sounding signal, Rule 14(m), sound signal, Rule 14(a).

(a) Conductors of passenger trains must place themselves in position to hear these signals if sounded and, failing to hear them, must take immediate action to stop the train.

(b) A freight or a mixed train must not pass a siding until engineman, or enginemen, have received signal, Rule 12(b), from rear end, except

*CTC rules apply within CTC limits.

when weather or other conditions prevent such signal being seen from engine, or engines.

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

*15. Third class trains and extras not handling fast freight connections or passengers must let trains handling such connections or passengers pass without delay, except a section must not pass a section of the same schedule without change of identity as provided for in Rule 94.

Local freight trains must let other third class trains and extras pass without delay.

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

17. Unless some form of block system is used, trains in the same direction must keep not less than ten (10) minutes apart, except a freight train may more closely follow another freight train when closing up at stations and except such spacing is not required within yard limits where all trains are required to move under such control that they can stop within the range of vision, unless so spaced by an operator with train order signal or Clearance Card, Form A.

18. Bulletin issued in April, 1913, relieving operators at train order offices from displaying train order signal so as to indicate Stop behind freight trains is cancelled and Rule 91(a) fully restored.

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

20. If a "middle" order is issued and later a 19 form train order addressed to the train restricted is placed at the same station advancing that train from that station for a train for which there restricted by the "middle" order, operator may, if so instructed by the train dispatcher, hoop the "middle" order with the order addressed to the train.

21. When a train has received a train order restricting it at a station in advance and an order is delivered to it at the station where restricted, enginemen must not pass point where previously restricted at that station until order received there is known to authorize passage of train beyond such point.

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

*23. Where emergency telephones are located at points not within CTC limits, conductors must call train dispatcher promptly after their train has been delayed twenty (20) minutes.

24. Cars not having steel underframe, such as those used with wreckers and pile drivers, cabooses, boarding cars, empty flat cars, and engines of light construction in tow, must be placed in rear part of train, and, when practicable, immediately ahead of its caboose.

25. When freight trains of twenty five (25) or more cars or mixed trains of seven (7) or more cars have been stopped for water or coal (engine and tender to be counted as one car and caboose as one car), air brakes must be applied by engineman and engine detached. If on a grade, hand brakes must also be applied. While taking water or coal, engine brake must be kept applied.

26. If a train stops when ascending a grade, and cars are being pulled, hand brake on rear car must be applied immediately to prevent slack running out.

Should engineman apply air brakes when such hand brake is applied, the hand brake must not be applied tighter. When starting, the hand brake must be released.

YARD LIMITS

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

*CTC rules apply within CTC limits.

Nothing in the foregoing instructions may be construed as modifying any speed regulation within yard or station limits or the requirements of block system rules.

*2. Within yard or station limits, all trains except first class trains will, when practicable, keep posted as to first class trains with the view of not delaying them, but while in position to be struck by such trains must fully protect against them as required by Rule 99.

SPEED REGULATIONS

1. Speed regulations, unless otherwise provided, apply to the entire train.

2. When speed is restricted by rule, special instruction, bulletin or otherwise, such speed restriction must be observed.

3. The black figures with yellow background on signs located near the approach to certain curves indicate the speed in miles an hour which must not be exceeded on curves so protected.

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

*5. All trains, except first class trains, must approach all water stations under control.

6. When work on track, or bridge, is being protected by a yellow signal displayed stationary upon a staff on right hand side of track as seen from an approaching train, enginemen must, as soon as signal comes into view, answer it, as loud as possible, by one long, two short and one long (—00—) sounds of engine whistle and, if running at higher speed, immediately reduce speed to twenty (20) miles an hour if the figures 20 are stenciled in black on signal and to ten (10) miles an hour, keeping lookout for stop signal, if these figures are not on signal, until train has passed track, or bridge, being repaired, except that when a proceed signal, Rule 12(b), is given by the foreman with a green flag on a staff by day, normal speed may be resumed.

A green signal displayed stationary upon a staff on right hand side of track as seen from an approaching train, indicates end of section of track, or bridge, on which such speed regulation is to be observed.

7. Standard "Slow" signs showing permissible speed, will be erected where a more or less permanent condition requires such slow speed, and their erection will be bulletined. Standard "Resume Speed" signs will be used only, and always, in connection with these standard "Slow" signs, and will be placed at each end of the section of track, or bridge, on which such speed regulation is to be observed.

On single track, and on double track for movements with the current of traffic, these signs will be on right hand side of track as seen from an approaching train.

On double track, for movements against the current of traffic, these signs will be on left hand side of track as seen from an approaching train.

8. When a hand car (any car that is put on or taken off of a track by hand) is being moved on a track under protection of a yellow flag by day or a yellow light or yellow fusee by night held in the hand of a flagman (except as provided for in Rules 12[a] and 13), enginemen must, as soon as signal comes into view, answer it, as loud as possible, by one long, two short and one long (—00—) sounds of engine whistle and, if running at higher speed, immediately reduce speed to five (5) miles an hour at places where there is not an unobstructed view ahead equal to the spacing of six (6) telephone or telegraph poles and to fifteen (15) miles an hour at other places, until a proceed signal, Rule 12(b), is given with a white flag on a staff by day or a white light by night, by employe with car.

AIR BRAKES

1. Rule 349 of Rules governing the Operating Department has been changed to read as follows:

On a passenger train, after engine or engine crew has been changed, or an angle cock closed except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Except where conditions otherwise require, steam or power must not be shut off and engine brake

*CTC rules apply within CTC limits.

SPECIAL INSTRUCTIONS—GENERAL—Continued

must be held off. In case the brakes do not operate properly in this test, signal, Rule 14(a), must be given.

2. All trains must have air brakes on all cars in working order out of all terminals but should defect develop in the air brakes en route, making it necessary for trainmen to cut out one or more brakes, the un-serviceable number of air brake units must not exceed 15% of total cars in train, engine and tender to be counted as two units.

Number of cars required with operative air brakes in trains of various lengths

| | |
|-------------------------|----------------|
| 1 to 6 inclusive..... | All. |
| 7 to 13 inclusive..... | All except 1. |
| 14 to 19 inclusive..... | All except 2. |
| 20 to 26 inclusive..... | All except 3. |
| 27 to 33 inclusive..... | All except 4. |
| 34 to 39 inclusive..... | All except 5. |
| 40 to 46 inclusive..... | All except 6. |
| 47 to 53 inclusive..... | All except 7. |
| 54 to 59 inclusive..... | All except 8. |
| 60 to 66 inclusive..... | All except 9. |
| 67 to 73 inclusive..... | All except 10. |
| 74 to 79 inclusive..... | All except 11. |
| 80 to 86 inclusive..... | All except 12. |
| 87 to 93 inclusive..... | All except 13. |
| 94 to 99 inclusive..... | All except 14. |
| 100..... | All except 15. |

Should air brakes become defective between terminals, train should not be operated through an intermediate repair point where repairs to air brake equipment on cars are made without either having the work done with car in train or setting car out at such repair point for repairs.

3. When a train is to couple to another for the purpose of assisting it, the engineman of the leading train must be notified of the intended arrangement; the air must be coupled between the two trains; engineman of rear train must cut out brake valve, and engineman of leading train must assume control of the train brakes, except when there is no danger of cars getting away on a grade, engine of rear train should be detached to push leading train, and except when a light engine is used to push a stalled train the air should not be coupled between this engine and the stalled train.

In all cases, where engine is detached for this purpose, sufficient hand brakes must be applied to hold cars and air brakes alone must not be depended upon. Chances must not be taken with either freight or passenger train by detaching engine on grades where it is thought hand brakes will not hold cars.

NUMBERS OF ENGINES OF DIFFERENT CLASSES

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

SPEED TABLE

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

| Miles an Hour | 1 Mile in | | Miles an Hour | 1 Mile in | | Miles an Hour | 1 Mile in Seconds |
|---------------|-----------|------|---------------|-----------|------|---------------|-------------------|
| | Min. | Sec. | | Min. | Sec. | | |
| 6 | 10 | | 41 | 1 | 27 | 72 | 50 |
| 8 | 7 | 30 | 42 | 1 | 25 | 73 | 49 |
| 10 | 6 | | 43 | 1 | 23 | 75 | 48 |
| 12 | 5 | | 44 | 1 | 21 | 77 | 47 |
| 15 | 4 | | 45 | 1 | 20 | 78 | 46 |
| 16 | 3 | 45 | 46 | 1 | 18 | 80 | 45 |
| 17 | 3 | 31 | 47 | 1 | 16 | 82 | 44 |
| 18 | 3 | 20 | 48 | 1 | 15 | 84 | 43 |
| 19 | 3 | 9 | 49 | 1 | 13 | 86 | 42 |
| 20 | 3 | | 50 | 1 | 12 | 88 | 41 |
| 21 | 2 | 51 | 51 | 1 | 10 | 90 | 40 |
| 22 | 2 | 43 | 52 | 1 | 9 | | |
| 23 | 2 | 36 | 53 | 1 | 7 | | |
| 24 | 2 | 30 | 54 | 1 | 6 | | |
| 25 | 2 | 24 | 55 | 1 | 5 | | |
| 26 | 2 | 18 | 56 | 1 | 4 | | |
| 27 | 2 | 13 | 57 | 1 | 3 | | |
| 28 | 2 | 8 | 58 | 1 | 2 | | |
| 29 | 2 | 4 | 59 | 1 | 1 | | |
| 30 | 2 | | 60 | 1 | | | |
| 31 | 1 | 56 | 61 | | 59 | | |
| 32 | 1 | 52 | 62 | | 58 | | |
| 33 | 1 | 49 | 63 | | 57 | | |
| 34 | 1 | 45 | 64 | | 56 | | |
| 35 | 1 | 42 | 65 | | 55 | | |
| 36 | 1 | 40 | 66 | | 54 | | |
| 37 | 1 | 37 | 67 | | 54 | | |
| 38 | 1 | 34 | 68 | | 53 | | |
| 39 | 1 | 33 | 69 | | 52 | | |
| 40 | 1 | 30 | 70 | | 51 | | |

SURGEONS

| | |
|--|--------------------|
| Dr. Duncan Eve, Jr., Chief Surgeon..... | Nashville, Tenn. |
| Dr. L. W. Edwards, Associate Chief Surgeon..... | Nashville, Tenn. |
| Dr. Robt. E. Sullivan, Oculist..... | Nashville, Tenn. |
| Dr. J. G. Samuels, Local Surgeon..... | Hickman, Ky. |
| Dr. M. A. Blanton, Local Surgeon..... | Union City, Tenn. |
| Dr. M. A. Blanton, Jr., Associate Local Surgeon..... | Union City, Tenn. |
| Dr. R. W. Brandon, Local Surgeon..... | Martin, Tenn. |
| Dr. J. T. Holmes, Local Surgeon..... | McKenzie, Tenn. |
| Dr. Roy Douglass, Local Surgeon..... | Huntingdon, Tenn. |
| Dr. L. E. Trevathan, Local Surgeon..... | Bruceton, Tenn. |
| Dr. R. T. Keeton, Associate Local Surgeon..... | Bruceton, Tenn. |
| Dr. A. T. Hicks, Local Surgeon..... | Camden, Tenn. |
| Dr. W. W. Slayden, Local Surgeon..... | Waverly, Tenn. |
| Dr. Clyde Capps, Associate Local Surgeon..... | Waverly, Tenn. |
| Drs. W. J. Sugg and R. P. Beasley, Local Surgeons..... | Dickson, Tenn. |
| Dr. John S. Beasley, Local Surgeon..... | Centreville, Tenn. |

SPECIAL INSTRUCTIONS—MAIN LINE

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

DOUBLE TRACK

Between Shops and Nashville.

STANDARD CLOCKS

| | |
|----------------|-----------------------------------|
| Hickman..... | Train Order Office. |
| Bruceton..... | Train Order Office. |
| Dickson..... | Train Order Office. |
| Shops..... | Train Order Office. |
| Nashville..... | Cedar Street Washhouse. |
| Nashville..... | Union Station Train Order Office. |
| Nashville..... | Kayne Avenue Yard Office. |

*CTC rules apply within CTC limits.

REGISTERING STATIONS

Hickman.....Train Order Office—For all trains.
 Bruceton.....Train Order Office—For all trains except south bound
 trains leaving and north bound trains arriving without
 identity.
 Nashville.....Union Station Train Order Office—For trains originating
 or terminating at Union Station.

BULLETIN BOARDS

Hickman.....Train Order Office.
 Bruceton.....Train Order Office.
 Bruceton.....Enginemen's Washhouse.
 Dickson.....Train Order Office.
 Shops.....Train Order Office.
 Nashville.....Cedar Street Washhouse.
 Nashville.....Conductors' Room (over Baggage Room).
 Nashville.....Union Station Train Order Office.
 Nashville.....Kayne Avenue Yard Office.

MISCELLANEOUS

1. By night, when road engines are being run backward on double track between trains and roundhouse, a red light must be displayed at front of engine on pilot beam and a headlight or a white light displayed at rear of tender.

2. At Martin, all movements of engines and/or cars over Lindell Street must be preceded by a flagman and movements over crossing protected.

3. On Sundays, No. 5 and No. 3 may assume schedule and leave Hickman without Clearance Card, Form A.

4. Sections will be created by train order, except if unable to communicate with train dispatcher, operators at following stations may create as authorized by Rule 95, using Form 28 for the purpose:

Hickman—First class trains.
 Nashville—Union Station—First class trains.

5. Trains must not leave Bruceton without Clearance Card, Form A.

Trains, except first class and No. 20 and No. 21, may be run between Bruceton and Nashville without being created as a regular train, section or extra train, and such trains may, when necessary, be designated by their engine number.

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

Should it be necessary for a train to move against the current of traffic under protection of flag, such flagman must notify person in charge of a hand car, whether hand car be on a track or set off adjacent to a track, that his train is following.

ADDITIONAL FLAG STOPS

| Train Numbers | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------------------|---|---|---|---|---|---|
| Dodd.....Mile 165.81 | | | F | F | F | F |
| Shucks....." 163.95 | | | F | F | F | F |
| Dresden Crossing....." 162.87 | | | F | F | F | F |
| Brevards....." 157.48 | | | F | F | F | F |
| Shoffner....." 150.11 | | | F | F | F | F |
| Sawyer's Mill....." 91.81 | D | | D | F | | |
| Denver....." 75.00 | D | | D | F | | |
| Craggie Hope....." 26.24 | D | | F | D | | |
| Newsom....." 16.09 | D | | F | F | | |
| Vaughns Gap....." 10.13 | | | | D | | |
| Belle Meade....." 7.22 | E | | E | A | E | |

Nos. 1, 3, 4, 5 and 6 will stop when flagged at stations designated by D to take on revenue passengers and will stop at such stations to discharge revenue passengers.

Nos. 1, 3 and 5 will stop at stations designated by E to discharge revenue passengers.

No. 4 will stop when flagged at station designated by A to take on revenue passengers.

Passengers originating at Hollow Rock for Bruceton or points south thereof via the Nashville Division, or points north thereof via the P. & M. Division, will use Nashville Division trains Nos. 3 or 5 to Bruceton where passengers for points south of Bruceton via the Nashville Division will transfer.

Passengers for Hollow Rock originating at Bruceton or reaching Bruceton via P. & M. and Nashville Divisions will use Nashville Division trains Nos. 4 or 6.

Conductors must know that passengers who should transfer at Bruceton are so notified.

YARD LIMITS

Hickman, Union City, Martin, McKenzie, Bruceton, Dickson, Colesburg and Nashville.

SPEED REGULATIONS

MAXIMUM AUTHORIZED SPEED:

| | G, J and K Class Engs. | H, L-1 and P-1 Class Engs. | L-1-C and L-2 Class Engs. | L-2-A-C, L-2-B-C and L-2-C Class Engs. |
|--|---------------------------|-------------------------------|------------------------------|---|
| | MILES AN HOUR | | | |
| Between Hickman and Bruceton | | | | |
| *Passenger trains between Hickman and Martin..... | 35 | 35 | 35 | 35 |
| Passenger trains between Martin and Bruceton..... | 50 | 35 | 35 | 35 |
| Freight or mixed trains..... | 35 | 35 | 35 | 35 |
| Engines with one or more side or main rods down or engines in backward motion..... | 20 | 20 | 20 | 20 |
| When handling wreckers, locomotive cranes, pile drivers or similar equipment..... | 30 | 30 | 30 | 30 |
| Between Bruceton and north end of Shops interlocking plant | | | | |
| Passenger trains..... | 55 | 35 | 40 | 45 |
| Freight or mixed trains..... | 45 | 35 | 40 | 45 |
| Engines with one or more side or main rods down or engines in backward motion..... | 20 | 20 | 20 | 20 |
| When handling wreckers, locomotive cranes, pile drivers or similar equipment..... | 30 | 30 | 30 | 30 |

*Only engines of the following classes may be operated between Hickman and Martin: G-6-B, H-4-A to H-8-C inclusive and P-1.

Exceptions:

1. Speed regulations prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL."

2. At Hickman, engines and/or cars may be left on the main track between N. C. & St. L. depot and Illinois Central depot without protection and all trains must move on the main track within such limits under such control that they can stop within the range of vision expecting to find and prepared to stop short of engines and/or cars standing on the main track unprotected.

SPECIAL INSTRUCTIONS—MAIN LINE—Continued

3. N. C. & St. L. wreckers 90006 or 90007, or any other 150-ton wrecker, must not be handled north of Martin without special instruction.

*4. Within yard limits at Union City and Bruce-ton, first class trains must move on a main track under such control that they can stop within the range of vision, but this does not relieve crews of trains occupying a main track on the time of a first class train from having a flagman at least four hundred (400) feet ahead of or behind their train to protect against such trains.

5. At north end of Bruce-ton yard, trains in each direction must approach the cross-over and switch leading to and from freight yard and at south end of Bruce-ton yard must approach switch leading to and from freight yard at coal chute expecting to find trains using them without protection and must stop before fouling them unless it can be seen that switches are in proper position and tracks are clear.

- (a) It is not necessary that following main track switches at Bruce-ton be left in normal position:
Each end of cross-over and freight yard lead south of cross-over in north end of yard.
Freight yard lead at coal chute.
- (b) Trains in each direction must approach on main track under control, expecting to find these switches not set for route to be used.

6. On bridge 80.5, over Tennessee River, trains must not exceed fifteen (15) miles an hour.

7. Trains must not exceed twenty (20) miles an hour over Main Street crossing at Dickson. After engine is over street crossing speed of train may be increased to the maximum allowed by speed regulations.

8. Trains must not exceed forty (40) miles an hour while on the three curves between mile posts 16 and 17, just north of Newsom.

9. Passenger trains must not exceed fifty (50) miles an hour between mile posts 27 and 30.

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

Union City.....Six (6) miles an hour.
Martin.....Ten (10) miles an hour.
Gleason.....Fifteen (15) miles an hour.
McKenzie.....Ten (10) miles an hour.
McEwen.....Twenty five (25) miles an hour.

BLOCKS AND INTERLOCKING

Centralized Traffic Control System

1. Signs referred to in Rule 701 are located south of coal chute at Bruce-ton and on roadside about one hundred and seventy five (175) feet north of Tennessee Central overhead bridge at Shops.

2. When a movement through a cross-over from one main track to another main track or from a siding to a main track is to be made in Centralized Traffic Control System, both switches of the cross-over must be open before train starts to make the cross-over movement, and the movement from main track to main track must be completed before either switch is restored to normal position.

- (a) When a cross-over movement from a siding to a main track is to be made in Centralized Traffic Control System, the main track switch must be opened first.

3. The switch at the north end of cross-over south of coal chute at Bruce-ton will be in normal position when lined for cross-over movement and, after used, must be left in such position.

4. Hostlers in charge of engines at Bruce-ton may make movements provided for in CTC Rules 731 and 732 when permission to do so is obtained from Train Controller and when necessary to hand operate a dual controlled switch they must observe paragraph (a) of CTC Rule 730.

5. Before fouling switch to tracks used by north bound trains to reach passenger station or to enter freight yard at Bruce-ton, conductors of south bound trains must obtain permission by phone, or through operator at Bruce-ton, from Train Controller to proceed to first governing signal, but such permission will not relieve enginemen and trainmen from protecting their trains as required.

6. When Absolute Block Signal 40-R, applying to south bound trains, and Absolute Block Signal 40-L, applying to north bound trains, governing approach to new bridge at Johnsonville are passed when indicating Stop, as provided in CTC rules, no part of train may be moved onto bridge unless engineman or conductor have been verbally informed by bridge tender that draw is in a safe position for movement of train over same, but such information from bridge tender will not dispense with further compliance with CTC rules.

7. Before a movement is made by a north bound train over dual controlled switch at north end of passing siding at Johnsonville, when Absolute Block Signal 40-L is indicating Stop, the selector lever must be placed in "Hand" position. After engine pulling cars, or after the leading car of cars being pushed, has passed switch, the selector lever must be restored to "Motor" position.

EMERGENCY TELEPHONES

1. Not within CTC limits: At all passing tracks except Hollow Rock and stations where a train order office is open continuously.

2. Within CTC limits: Near all absolute block signals and electrically locked hand-throw switches and near pole 27-40.

ADDITIONAL SIDE TRACKS

| | Location | Car Capacity |
|-------------------------|-------------|--------------|
| Dodd..... | Mile 165.81 | 8 |
| Shucks..... | " 163.95 | 8 |
| West Kentucky Spur..... | " 132.72 | 2 |
| Crossley..... | " 127.38 | 8 |
| J. P. Spur..... | " 115.09 | 32 |
| Sawyer's Mill..... | " 91.81 | 17 |
| Sand..... | " 89.37 | 22 |
| Troy Spur..... | " 85.05 | 176 |
| Denver..... | " 75.00 | 10 |
| Rock Hill..... | " 62.39 | 36 |
| Burns..... | " 37.17 | 37 |
| Crow..... | " 34.03 | 3 |
| Newsom..... | " 16.09 | 14 |
| Belle Meade..... | " 7.22 | 7 |
| White Bridge Spur..... | " 5.01 | 53 |

WATER STATIONS

Hickman, Union City, Martin, Dresden, McKenzie, Bruce-ton, Johnsonville, Waverly, Dickson, Colesburg, Kingston Springs, and Nashville.

(Continued on page 12)

STANDARD CLOCKS

Shops.....Train Order Office.
 Cedar Street.....Washhouse.
 Union Station.....Train Order Office.
 Kayne Avenue.....Yard Office.

REGISTERING STATIONS

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

BULLETIN BOARDS

Shops.....Train Order Office.
 Cedar Street.....Washhouse.
 Union Station.....Train Order Office.
 Union Station.....Conductors' Room.
 Kayne Avenue.....Yard Office.

TRAIN ORDER SIGNAL

Shops.....For north bound trains.

INTERLOCKING AND BLOCK STATIONS

Shops.
 Eleventh Avenue.
 Church Street.

INTERLOCKING SIGNAL

1. Color-Light Interlocking Home Signal located about 175 feet north of Tennessee Central overhead bridge at Shops, applying to south bound movements, governs as follows:

Top unit:

Red.....Stop.
 Yellow.....Proceed with Caution—Main Route.
 Green.....Proceed—Main Route.

Bottom unit:

Red.....Stop.
 Yellow.....Proceed with Caution—Diverging Route.

AUTOMATIC BLOCK SIGNALS

Permissive Automatic Block Signals (semaphore arm with pointed end) are located as follows:

At Clifton Pike and at 19th Avenue North, applying to south bound movements.

Between 17th and 18th Avenues North and at Clifton Pike, applying to north bound movements.

Their indications are:

Semaphore arm in horizontal position and displaying a red light by night—Stop and then proceed at restricted speed.

Semaphore arm in diagonal position and displaying a yellow light by night—Caution.

Semaphore arm in vertical position and displaying a green light by night—Proceed.

INSTRUCTIONS RELATING TO INTERLOCKING SIGNALS AND BLOCK SIGNALS

1. Between signs located on roadside about 175 feet north of Tennessee Central overhead bridge at Shops, reading "CTC BEGINS" and "CTC ENDS," and Nashville, Nashville Terminals requirements as to Interlocking and Automatic Block System will apply, except as otherwise provided.

2. Between north end of Shops interlocking plant and Church Street interlocking plant, trains or engines moving with the current of traffic, will be governed by the indications of interlocking signals and automatic block signals, except an interlocking signal indicating Stop may be passed on permission of operator-leverman.

(a) Movements against the current of traffic between north end of Shops interlocking plant and Church Street interlocking plant may be made on interlocking signals indicating "Proceed with Caution," (semaphore arm in diagonal position and displaying a yellow light by night) as provided for in Nashville Terminals Interlocking Rules 643 (a) and (b), except that should an operator-leverman not be able to display such indication, train or engine may proceed at restricted speed to the next interlocking signal applying on permission of the operator-leverman.

(b) When entering or leaving Union Station, trains or engines will be governed by indications of interlocking signals, and movement may be made on any track for which route and signal may be given, except an interlocking signal indicating Stop may be passed on permission of operator-leverman.

3. A train or engine passing from interlocking limits into an automatic block section must, if moving with the current of traffic, be governed by the indication of the last interlocking signal until an automatic block signal is reached. Should this interlocking signal be passed when indicating Stop on permission of operator-leverman, the train or engine, while moving within the automatic block section until an automatic block signal is reached, will proceed at restricted speed.

4. When any interlocking Dwarf Signal; bottom arm of any high Interlocking Home Signal, or Interlocking Signals between 11th Avenue interlocking plant and Oak Street interlocking plant are indicating "Proceed with Caution" (semaphore arm in diagonal position and displaying a yellow light by night), trains or engines affected must proceed at restricted speed.

5. Interlocking signals governing entrance to freight yard at Cedar Street signal bridge, when indicating "Proceed with Caution," only authorize passage of trains or engines over switches to enter yard, and do not indicate that leads or yard tracks outside of interlocking limits are clear.

6. A train or engine passing a block signal indicating Caution must be prepared to stop at the next block signal or interlocking signal applying, if indicating Stop.

7. A train or engine passing a block signal indicating Stop must expect to find one or more of the following conditions:

- (a) A train or other obstruction in the block.
- (b) An open switch in the main track.
- (c) Opposite switch of cross-over in wrong position.
- (d) A car on siding within fouling distance of the main track.
- (e) A broken rail.

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

9. When necessary for a Nashville Terminals yard engine to operate within CTC limits on Nashville Division, movement must be protected by flag in both directions, and, in addition, if means of communication have not failed, permission to operate within such limits must be obtained from Train Controller.

A telephone in booth located on west side of main track, about 450 feet north of end of double track at Shops, may be used to communicate with Train Controller located at Bruceton, Tenn.

SPEED REGULATIONS

1. Speed regulations apply to the entire train.

2. An instruction to proceed at restricted speed requires that train or engine must proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail.

(Continued on page 14)

BETWEEN HICKMAN AND BRUCETON
SOUTH BOUND—READ DOWN

| Distances from Hickman | Station Numbers | THIRD CLASS | | | TIME-TABLE NO. 325 Taking effect Sunday, June 30, 1946, at 12:01 A.M. | FIRST CLASS | | | HOURS TRAIN ORDER OFFICES ARE OPEN |
|------------------------------|--------------------|-----------------|---------------------|---------------------------|--|----------------------|---------------------|--|--|
| | | 59 | 51 | 23 | | 5 | 3 | | |
| | | Fast Freight | Fast Freight | Local Freight | | Passenger | Passenger | | |
| | | Daily | Daily | Daily Ex. Sun. A.M. | | Daily A.M. | Daily P.M. | | |
| | X 172 | | | 7.40 | Lv. HICKMAN | 7.30 | 1.00 | 7:00 A.M. to 4:00 P.M. Except Sundays | |
| 3.68 | X 168 | | | 7.50 | 3.68 RYAN | D 7.40 | D 1.09 | | |
| 10.00 | X 162 | | | 8.02 | 6.32 STATE LINE | F 7.52 | F 1.23 | | |
| 11.53 | X 160 | | | 8.07 | 1.53 WOODLAND MILLS | s 7.57 | s 1.28 | | |
| 17.29 | X 154 | | | 8.55 ²² | 5.76 UNION CITY | s 8.15 ²² | s 1.45 | CONTINUOUS | |
| 20.49 | X 151 | | | 9.16 | 3.20 GIBBS | s 8.25 | s 1.55 ⁴ | 8:00 A.M. to 11:59 P.M. | |
| 24.10 | X 147 | | | 9.24 | 3.61 TERRELL | F 8.33 | s 2.03 | | |
| 27.31 | X 144 | P.M. | A.M. | 9.35 | 3.21 GARDNER | F 8.40 | s 2.11 | | |
| 30.13 | X 141 | 1.35 | 9.05 | 10.00 | 2.82 MARTIN | s 8.55 | s 2.25 | CONTINUOUS | |
| 33.16 | X 138 | 1.42 | 9.20 | 10.15 | 3.03 RALSTON | s 9.10 | s 2.35 | | |
| 39.29 | X 132 | 1.55 | 9.35 | 10.44 ⁵⁴ | 6.13 DRESDEN | s 9.25 | s 2.50 | 9:00 A.M. to 6:00 P.M. Except Sundays | |
| 46.68 | X 125 | 2.10 | 9.50 | 11.00 | 7.39 GLEASON | s 9.40 | s 3.07 | 8:00 A.M. to 5:00 P.M. Except Sundays | |
| 54.45 | X 117 | 2.28 | 10.06 ⁵⁴ | 11.20 | 7.77 McKENZIE | s 9.56 ⁵⁴ | s 3.27 | CONTINUOUS | |
| 59.12 | X 112 | 2.38 | 10.20 | 11.30 | 4.67 HICO | F 10.10 | F 3.36 | | |
| 66.13 | X 105 | 2.52 | 10.40 | 11.48 ⁴ | 7.01 HUNTINGDON | s 10.30 | s 3.55 | 9:00 A.M. to 6:00 P.M. Except Sundays | |
| 70.32 | X 101 | 3.00 | 10.50 | 11.58 | 4.19 ROSSER | D 10.40 | D 4.05 | | |
| 74.95 | X 97 | 3.09 | 11.00 | 12.08 ^{PM} | 4.63 HOLLOW ROCK | s 10.50 | s 4.15 | | |
| 76.63 | X 95 | 3.15 | 11.10 | 12.15 | 1.68 Ar. BRUCETON | 11.00 | 4.25 | CONTINUOUS | |
| | | P.M. | A.M. | P.M. | | A.M. | P.M. | | |
| | | Daily | Daily | Daily Ex. Sun. | | Daily | Daily | | |
| | | Fast Freight | Fast Freight | Local Freight | | Passenger | Passenger | | |
| | | 59 | 51 | 23 | | 5 | 3 | | |

BETWEEN BRUCETON AND HICKMAN
NORTH BOUND—READ UP

| FIRST CLASS | | | | TIME-TABLE NO. 325 Taking effect Sunday, June 30, 1946, at 12:01 A.M. | THIRD CLASS | | | Distances from Nashville | Car Capacity of Sidings |
|-------------|--|-----------|-----------------------|--|-----------------|---|--|--------------------------------|----------------------------------|
| | | 6 | 4 | | 50 | 22 | 54 | | |
| | | Passenger | Passenger | STATIONS | Fast Freight | Local Freight | Fast Freight | | |
| | | Daily | Daily | | Daily | Daily Ex. Sun. | Daily | | |
| | | P.M. | P.M. | | | A.M. | | | |
| | | 8.25 | 3.00 | Ar. HICKMAN | | 10.15 | | 171.81 | Yard |
| | | F 8.10 | F 2.40 | 3.68 RYAN | | 9.35 | | 168.13 | 21 |
| | | F 7.57 | F 2.27 | 6.32 STATE LINE | | 9.15 | | 161.81 | 27 |
| | | F 7.52 | s 2.22 | 1.53 WOODLAND MILLS | | 9.10 | | 160.28 | 17 |
| | | s 7.40 | s 2.10 | 5.76 UNION CITY | | 8.55 ²³ 8.15 ⁵ | | 154.52 | Yard |
| | | s 7.25 | s 1.55 ³ | 3.20 GIBBS | | 7.45 | | 151.32 | 14 |
| | | F 7.17 | s 1.44 | 3.61 TERRELL | | 7.35 | | 147.71 | 20 |
| | | F 7.10 | s 1.36 | 3.21 GARDNER | A.M. | 7.25 | A.M. | 144.50 | 25 |
| | | s 7.05 | s 1.30 | 2.82 MARTIN | 6.30 | 7.15 | 11.00 | 141.68 | Yard |
| | | F 6.52 | s 1.12 | 3.03 RALSTON | 6.17 | 7.00 | 10.55 | 138.65 | 24 |
| | | s 6.40 | s 1.00 | 6.13 DRESDEN | 6.05 | 6.45 | 10.44 ²³ | 132.52 | 53 |
| | | s 6.20 | s 12.40 | 7.39 GLEASON | 5.51 | 6.20 | 10.25 | 125.13 | 36 |
| | | s 6.00 | s 12.20 | 7.77 McKENZIE | 5.37 | 6.05 | 10.06 ⁵¹ 9.56 ⁵ | 117.36 | 40 |
| | | F 5.43 | F 12.03 ^{PM} | 4.67 HICO | 5.27 | 5.55 | 9.38 | 112.69 | 44 |
| | | s 5.28 | s 11.48 ²³ | 7.01 HUNTINGDON | 5.13 | 5.40 | 9.25 | 105.68 | 37 |
| | | D 5.15 | D 11.35 | 4.19 ROSSER | 5.04 | 5.30 | 9.15 | 101.49 | 37 |
| | | s 5.05 | s 11.25 | 4.63 HOLLOW ROCK | 4.55 | 5.15 | 9.05 | 96.86 | 21 |
| | | 5.00 | 11.20 | 1.68 Lv. BRUCETON | 4.50 | 5.10 | 9.00 | 95.18 | Yard |
| | | P.M. | A.M. | | A.M. | A.M. | A.M. | | |
| | | Daily | Daily | | Daily | Daily Ex. Sun. | Daily | | |
| | | Passenger | Passenger | | Fast Freight | Local Freight | Fast Freight | | |
| | | 6 | 4 | | 50 | 22 | 54 | | |

BETWEEN BRUCETON AND NASHVILLE
SOUTH BOUND—READ DOWN

| Distances from Hickman | Station Numbers | THIRD CLASS | | | TIME-TABLE NO. 325 Taking effect Sunday, June 30, 1946, at 12:01 A.M. | FIRST CLASS | | | HOURS TRAIN ORDER OFFICES ARE OPEN |
|------------------------------|--------------------|-------------|--------------------|-------------------------------|--|--------------------|---------------------|-----------|--|
| | | | 21 | 161 | | 1 | 5 | 3 | |
| | | | Local Freight | Mixed | | Passenger | Passenger | Passenger | |
| | | | Daily Ex. Sun. | Monday Wednesday Friday | | Daily | Daily | Daily | |
| | | A.M. | | A.M. | A.M. | P.M. | | | |
| 76.63 | X 95 | | 6.30 | | Lv. BRUCETON | 3.25 ² | 11.25 ²⁰ | 5.00 | CONTINUOUS |
| 80.90 | X 91 | | 6.40 | | 4.27 LIPE | 3.34 | 11.33 | 5.09 | |
| 85.48 | X 86 | | 7.10 | | 4.58 CAMDEN | s 3.44 | s 11.40 | s 5.19 | |
| 92.52 | X 78 | | 7.30 | | 7.04 JOHNSONVILLE | D 3.54 | 11.50 | F 5.29 | |
| 100.26 | X 72 | | 7.41 | | 7.74 PURSLEY | 4.04 | 12.01 ^{PM} | 5.40 | |
| 105.32 | X 67 | | 7.51 | | 5.06 WAVERLY | s 4.16 | s 12.11 | s 5.52 | |
| 110.32 | X 62 | | 8.01 | | 5.00 GORMAN | D 4.23 | 12.18 | 5.59 | |
| 114.94 | X 57 | | 8.11 | | 4.62 McEWEN | s 4.32 | 12.26 | s 6.07 | |
| 121.97 | X 50 | | 8.30 ²⁰ | | 7.03 TENNESSEE CITY | D 4.43 | 12.37 | F 6.18 | |
| 127.02 | X 45 | | 9.18 ⁴ | A.M. | 5.05 POND | 4.51 | 12.45 | D 6.26 | |
| 130.12 | X 42 | | 9.28 | 9.20 | 3.10 DICKSON | s 5.02 | s 12.57 | s 6.38 | |
| 132.30 | X 40 | | 10.00 | 9.30 | 2.18 COLESBURG | D 5.07 | 1.02 | F 6.45 | 8:00 A.M. to 5:00 P.M. Except Sundays |
| 134.64 | X 37 | | 10.10 | A.M. | 2.34 BURNS | D 5.12 | 1.07 | s 6.50 | |
| 141.46 | X 30 | | 10.25 | | 6.82 WHITE BLUFF | D 5.23 | 1.19 | s 7.02 | |
| 147.59 | X 24 | | 10.37 | | 6.13 KINGSTON SPRINGS | D 5.35 | 1.29 | s 7.14 | |
| 151.83 | X 20 | | 10.45 | | 4.24 PEGRAM | D 5.43 | 1.36 | D 7.22 | |
| 159.20 | X 13 | | 10.59 | | 7.37 BELLEVUE | D 5.58 | 1.51 ⁶ | D 7.39 | |
| 165.13 | X 7 | | 11.10 | | 5.93 HARDING | 6.12 | 2.01 | 7.53 | |
| 169.27 | X 3 | | 11.18 | | 4.14 SHOPS EDT | 6.20 ²⁰ | 2.08 | 8.03 | CONTINUOUS |
| 171.81 | 0 | | 11.30 | | 2.54 Ar. NASHVILLE EDT | 6.30 | 2.20 | 8.15 | CONTINUOUS |
| | | | A.M. | | | A.M. | P.M. | P.M. | |
| | | | Daily Ex. Sun. | Mixed | | Daily | Daily | Daily | |
| | | | Local Freight | Monday Wednesday Friday | | Passenger | Passenger | Passenger | |
| | | | 21 | 161 | | 1 | 5 | 3 | |

BETWEEN NASHVILLE AND BRUCETON
NORTH BOUND—READ UP

| FIRST CLASS | | | TIME-TABLE NO. 325 Taking effect Sunday, June 30, 1946, at 12:01 A.M. | THIRD CLASS | | | Distances from Nashville | Car Capacity of Sidings |
|---------------|---------------|---------------|--|---------------------------|---------------------------------|--|--------------------------------|----------------------------------|
| 6 | 4 | 2 | | 20 | 162 | | | |
| Passenger | Passenger | Passenger | STATIONS | Local Freight | Mixed | | | |
| Daily P.M. | Daily A.M. | Daily A.M. | | Daily Ex. Sun. A.M. | Tuesday Thursday Saturday | | | |
| | | | Ar. BRUCETON | 11.25 ⁵ | | | 95.18 | Yard |
| | | | 4.27 | | | | | |
| | | | LIPE | 10.55 | | | 90.91 | 67 |
| | | | 4.58 | | | | | |
| s | s | | CAMDEN | 10.30 ⁴ | | | 86.33 | 100 |
| | | | 7.04 | | | | | |
| | F | | JOHNSONVILLE | 9.50 | | | 79.29 | 140 |
| | | | 7.74 | | | | | |
| | | | PURSLEY | 9.30 | | | 71.55 | 87 |
| | | | 5.06 | | | | | |
| s | s | s | WAVERLY | 9.20 | | | 66.49 | 105 |
| | | | 5.00 | | | | | |
| | D | | GORMAN | 9.10 | | | 61.49 | 71 |
| | | | 4.62 | | | | | |
| s | s | | McEWEN | 8.58 | | | 56.87 | 70 |
| | | | 7.03 | | | | | |
| | s | | TENNESSEE CITY | 8.30 ²¹ | | | 49.84 | 101 |
| | | | 5.05 | | | | | |
| | D | | POND | 8.10 | A.M. | | 44.79 | 84 |
| | | | 3.10 | | | | | |
| s | s | s | DICKSON | 8.00 | 6.15 | | 41.69 | 33 |
| | | | 2.18 | | | | | |
| | D | | COLESBURG | 7.50 | 6.05 | | 39.51 | Yard |
| | | | 2.34 | | | | | |
| D | s | | BURNS | 7.40 | A.M. | | 37.17 | |
| | | | 6.82 | | | | | |
| D | s | | WHITE BLUFF | 7.22 | | | 30.35 | 93 |
| | | | 6.13 | | | | | |
| D | s | | KINGSTON SPRINGS | 7.09 | | | 24.22 | S 59 N 61 |
| | | | 4.24 | | | | | |
| | D | | PEGRAM | 7.01 | | | 19.98 | 80 |
| | | | 7.37 | | | | | |
| | D | | BELLEVUE | 6.47 | | | 12.61 | 101 |
| | | | 5.93 | | | | | |
| | | | HARDING | 6.37 | | | 6.68 | 99 |
| | | | 4.14 | | | | | |
| | | | SHOPS EDT | 6.20 ¹ | | | 2.54 | |
| | | | 2.54 | | | | | |
| | | | Lv. NASHVILLE EDT | 6.00 | | | | Yard |
| | P.M. | A.M. | | A.M. | | | | |
| | Daily | Daily | | Daily Ex. Sun. | Tuesday Thursday Saturday | | | |
| | Passenger | Passenger | | Local Freight | Mixed | | | |
| | 6 | 4 | 2 | 20 | 162 | | | |

SPECIAL INSTRUCTIONS—MAIN LINE

(Continued from page 6)

FREIGHT TONNAGE RATINGS

| Engine Class | H-7-B | H-7-C | H-9 | G-8 K-1 | K-1-A | K-2 | L-1 L-2 | L-2-A L-2-B | J-1 | J1-AC J1-CC | J-2 | J-3 |
|------------------------------------|-------|-------|------|------------|-------|------|------------|----------------|------|----------------|------|------|
| THROUGH—SOUTH BOUND | | | | | | | | | | | | |
| Martin to Bruceton..... | 925 | 1200 | 1400 | 600 | 1000 | 1100 | 1600 | 1800 | 1500 | 1700 | 1600 | 1675 |
| Bruceton to Nashville..... | 975 | 1075 | 1250 | 600 | 900 | 1000 | 1500 | 1675 | 1400 | 1575 | 1500 | 1550 |
| INTERMEDIATE—SOUTH BOUND | | | | | | | | | | | | |
| Hickman to Martin..... | 1050 | 1175 | 1350 | 700 | 1000 | 1175 | 1600 | 1800 | 1525 | 1700 | 1600 | 1725 |
| Bruceton to Gorman..... | 1350 | 1525 | 1750 | 1000 | 1325 | 1525 | 2100 | 2350 | 2000 | 2200 | 2100 | 2250 |
| Gorman to Nashville..... | 975 | 1075 | 1250 | 600 | 900 | 1000 | 1500 | 1675 | 1400 | 1575 | 1500 | 1550 |
| THROUGH—NORTH BOUND | | | | | | | | | | | | |
| Nashville to Bruceton..... | 875 | 1000 | 1150 | 550 | 800 | 1050 | 1350 | 1500 | 1275 | 1400 | 1350 | 1425 |
| Bruceton to Martin..... | 975 | 1100 | 1250 | 550 | 800 | 1050 | 1500 | 1650 | 1350 | 1500 | 1450 | 1500 |
| INTERMEDIATE—NORTH BOUND | | | | | | | | | | | | |
| Nashville to Bellevue..... | 875 | 1000 | 1150 | 550 | 800 | 1050 | 1350 | 1500 | 1275 | 1400 | 1350 | 1425 |
| Bellevue to Kingston Springs..... | 1500 | 1650 | 1900 | 1000 | 1400 | 1675 | 2300 | 2600 | 2200 | 2450 | 2350 | 2450 |
| Kingston Springs to Colesburg..... | 875 | 1000 | 1150 | 550 | 800 | 1050 | 1350 | 1500 | 1275 | 1400 | 1350 | 1425 |
| Colesburg to McEwen..... | 900 | 1025 | 1200 | 600 | 800 | 1000 | 1375 | 1575 | 1325 | 1475 | 1400 | 1500 |
| McEwen to Bruceton..... | 2000 | 2200 | 2500 | 1300 | 1900 | 2200 | 3000 | 3300 | 2900 | 3100 | 3000 | 3100 |
| Martin to Hickman..... | 1050 | 1175 | 1350 | 750 | 1000 | 1175 | 1600 | 1800 | 1525 | 1700 | 1600 | 1700 |

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

SPECIAL INSTRUCTIONS—CENTREVILLE BRANCH

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

STANDARD CLOCK

Dickson—Train Order Office.

REGISTERING STATIONS

Colesburg.....Train Order Office—For all trains.
Hohenwald.....Train Order Office—For all trains.

BULLETIN BOARD

Dickson—Train Order Office.

MISCELLANEOUS

No. 162 may assume schedule and leave Hohenwald without Clearance Card, Form A.

ADDITIONAL FLAG STOPS

| Train Numbers | | 161 | 162 |
|---------------|-----------|-----|-----|
| Abiff..... | Mile 7.14 | F | F |
| Bates..... | " 14.17 | F | F |
| Rodemer..... | " 16.93 | F | F |
| Brown..... | " 19.14 | F | F |
| Moore..... | " 26.31 | F | F |
| Blondy..... | " 48.59 | F | F |

YARD LIMITS

Colesburg, Lyle and Twomey.

SPEED REGULATIONS**MAXIMUM AUTHORIZED SPEED:**

Trains must not exceed twenty (20) miles an hour.

Exceptions:

1. Speed regulations prescribed under caption "SPECIAL INSTRUCTIONS—GENERAL."

2. Trains handling N. C. & St. L. 90006 or 90007, or any other 150-ton wrecker, must not exceed fifteen (15) miles an hour between Colesburg and Aetna.

EMERGENCY TELEPHONES

Pomona, Bon Aqua, Lyle, Graham, Grinders and Watson.

ADDITIONAL SIDE TRACKS

| | Location | Car Capacity |
|------------------|------------|--------------|
| Brown..... | Mile 19.14 | 12 |
| Elkins..... | " 25.53 | 9 |
| Blondy Spur..... | " 48.59 | 5 |
| Theodore..... | " 49.58 | 12 |

WATER STATIONS

Colesburg, Spring Creek, Graham, Twomey and Hohenwald.

FREIGHT TONNAGE RATINGS

| Engine class | H-5C | H-7C | H-9 |
|-------------------------|------|------|------|
| SOUTH BOUND | | | |
| Colesburg to Lyle..... | 600 | 725 | 825 |
| Lyle to Aetna..... | 750 | 925 | 1000 |
| Aetna to Hohenwald..... | 850 | 1000 | 1100 |
| NORTH BOUND | | | |
| Hohenwald to Aetna..... | 850 | 1000 | 1100 |
| Aetna to Twomey..... | 600 | 725 | 825 |
| Twomey to Goodrich..... | 600 | 750 | 850 |
| Goodrich to Graham..... | 750 | 925 | 1025 |
| Graham to Lyle..... | 625 | 750 | 850 |
| Lyle to Colesburg..... | 800 | 875 | 975 |

BETWEEN COLESBURG AND HOHENWALD

13

SOUTH BOUND—READ DOWN

NORTH BOUND—READ UP

| Distances from Colesburg | Station Numbers | THIRD CLASS | | | TIME-TABLE NO. 325 Taking effect Sunday, June 30, 1946, at 12:01 A.M. | THIRD CLASS | | | HOURS TRAIN ORDER OFFICES ARE OPEN | Car Capacity of Sidings | | |
|--------------------------------|--------------------|-------------|--|-------------------------------|--|---------------------------------|--|--|--|----------------------------------|--|--|
| | | | | 161 | | | | | | | | |
| | | | | Mixed | | | | | | | | |
| | | | | Monday Wednesday Friday | | | | | | | | |
| | | | | A.M. | STATIONS | | | | | | | |
| | | | | | | 162 | | | | | | |
| | | | | | | Mixed | | | | | | |
| | | | | | | Tuesday Thursday Saturday | | | | | | |
| | | | | | | A.M. | | | | | | |
| | X 40 | | | 9.30 | Lv. COLESBURG Ar. | 5.45 | | 8:00 A.M. to 5:00 P.M. Except Sundays | Yard | | | |
| 2.61 | F 42 | | | F 9.38 | POMONA | F 5.36 | | | 10 | | | |
| 4.30 | F 44 | | | F 9.45 | TIDWELL | F 5.30 | | | 15 | | | |
| 6.13 | F 46 | | | F 9.51 | IRON HILL | F 5.22 | | | 12 | | | |
| 8.81 | F 49 | | | F 10.01 | BON AQUA | F 5.12 | | | 20 | | | |
| 12.24 | F 52 | | | s 10.30 | LYLE | s 5.01 | | 8:00 A.M. to 5:00 P.M. Except Sundays | 26 | | | |
| 20.64 | F 60 | | | F 10.56 | GRAHAM | F 4.31 | | | 35 | | | |
| 22.09 | F 62 | | | s 11.06 | NUNNELLY | s 4.26 | | | 21 | | | |
| 23.89 | F 64 | | | F 11.14 | GOODRICH | F 4.18 | | | 21 | | | |
| 27.89 | F 68 | | | F 11.30 | GRINDERS | F 4.05 | | | 17 | | | |
| 30.17 | F 70 | | | s 11.45 | CENTREVILLE | s 3.55 | | 8:00 A.M. to 5:00 P.M. Except Sundays | 40 | | | |
| 31.40 | F 71 | | | s 11.55 | TWOMEY | s 3.50 | | | 21 | | | |
| 33.29 | F 73 | | | F 12.03 PM | DEANS | F 3.35 | | | 11 | | | |
| 36.20 | F 76 | | | F 12.15 | WATSON | F 3.25 | | | 13 | | | |
| 37.24 | F 77 | | | F 12.20 | BUFFALO | F 3.20 | | | 10 | | | |
| 40.40 | F 80 | | | F 12.32 | AETNA | F 3.05 | | | 30 | | | |
| 43.67 | F 84 | | | F 12.47 | KIMMINS | F 2.55 | | | 14 | | | |
| 50.16 | F 90 | | | 1.07 | Ar. HOHENWALD Lv. | 2.35 | | 8:00 A.M. to 5:00 P.M. Except Sundays | 30 | | | |
| | | | | P.M. | | A.M. | | | | | | |
| | | | | Monday Wednesday Friday | | Tuesday Thursday Saturday | | | | | | |
| | | | | Mixed | | Mixed | | | | | | |
| | | | | 161 | | 162 | | | | | | |

(Continued from page 7)

3. Passenger trains must not exceed twenty (20) miles an hour between north end of Shops interlocking plant and Cedar Street bridge, except must not exceed fifteen (15) miles an hour when moving through cross-overs and turn outs, except must not exceed fifteen (15) miles an hour over Cedar Street bridge and south thereof and except must not exceed speed named in paragraph (c).

(a) South bound freight trains, mixed trains, and engines must not exceed fifteen (15) miles an hour between north end of Shops interlocking plant and Broad Street viaduct nor ten (10) miles an hour between Broad Street viaduct and Kayne Avenue south yard, except must not exceed speed named in paragraph (c).

(b) North bound freight trains, mixed trains, and engines must not exceed ten (10) miles an hour until train, or engine, has cleared Cedar Street bridge and then must not exceed fifteen (15) miles an hour until train, or engine, has cleared Shops interlocking plant, except must not exceed speed named in paragraph (c).

(c) When moving against the current of traffic between south end of Shops interlocking plant and north end of Eleventh Avenue interlocking plant, trains or engines must move under such control that they can stop within the range of vision, except must not exceed maximum speed regulations, but this requirement will not be authority for any train or engine to move against the current of traffic within such limits.

MISCELLANEOUS

1. Terminals operating limits extend to 2462 feet north of end of double track at Shops.

2. Sections will be created by train order, except if unable to communicate with train dispatcher, operators at following station may create as authorized by Rule 95, using Form 28 for the purpose:

Nashville—Union Station—First class trains.

3. North bound trains, except first class, may leave Nashville without Clearance Card, Form A.

(a) Trains, except first class and No. 20 and No. 21, may be run between Bruceton and Nashville without being created as a regular train, section or extra train, and such trains may, when necessary, be designated by their engine number.

No. 20 may be created at Shops by Clearance Card, Form A.

4. Conductors of freight trains will throw off at Shops Tower record of loads, empties and tonnage handled by their trains.

| | |
|---------------------------|--------------------------|
| J. P. POLK | Superintendent |
| S. J. LAWRENCE | Assistant Superintendent |
| M. N. PERRY | Assistant Trainmaster |
| J. L. DAVIS | Assistant Trainmaster |
| B. F. CASTLEMAN | Assistant Trainmaster |
