

DIVISION OFFICERS

J. B. McWilliams, Supt. of Terminals.....Memphis, Tenn.
 M. J. Bryan, Trainmaster.....Sheffield, Ala.
 C. D. Vance, Trainmaster.....Sheffield, Ala.
 A. E. Bradley, Road Foreman of Engines.....Sheffield, Ala.
 W. P. Webb, Chief Train Dispatcher.....Sheffield, Ala.
 A. H. Thompson, Night Chief Dispatcher.....Sheffield, Ala.
 L. Ennis, Dispatcher.....Sheffield, Ala.
 T. F. Tipler, Dispatcher.....Sheffield, Ala.
 F. J. Wyatt, Dispatcher.....Sheffield, Ala.
 J. L. Carlin, Dispatcher.....Sheffield, Ala.
 J. H. Carlin, Dispatcher.....Sheffield, Ala.
 W. G. Bryan, Dispatcher.....Sheffield, Ala.
 G. C. Branum, Dispatcher.....Sheffield, Ala.
 L. B. Crowson, Dispatcher.....Sheffield, Ala.
 T. H. Esslinger, Dispatcher.....Sheffield, Ala.
 H. A. Carlin, Jr., Dispatcher.....Sheffield, Ala.

NAMES AND LOCATIONS OF LOCAL SURGEONS

E. T. and E. Dunbar Newell.....Chattanooga, Tenn.
 E. C. Johnston.....Chattanooga, Tenn.
 J. Marsh Frere (Assistant).....Chattanooga, Tenn.
 Cecil E. Newell (Assistant).....Chattanooga, Tenn.
 Willard Steele (Oculist).....Chattanooga, Tenn.
 Rayford Hodges.....Scottsboro, Ala.
 E. V. Caldwell.....Huntsville, Ala.
 J. B. Laughlin (Assistant).....Huntsville, Ala.
 J. J. Pettus.....Belle Mina, Ala.
 H. D. Greer (Assistant).....Decatur, Ala.
 J. C. Bragg (Assistant).....Decatur, Ala.
 W. D. Wright.....Leighton, Ala.
 S. S. Roberts (Oculist).....Florence, Ala.
 W. E. McGrath (Oculist).....Sheffield, Ala.
 W. H. Blake, Jr.....Sheffield, Ala.
 G. F. Littlepage.....Sheffield, Ala.
 W. M. Pierce.....Tuscumbia, Ala.
 C. R. Whitman (Assistant).....Tuscumbia, Ala.
 W. A. Finley.....Cherokee, Ala.
 W. A. Johns (Oculist).....Corinth, Miss.
 M. H. McRae.....Corinth, Miss.
 D. W. Hamerick (Oculist).....Corinth, Miss.
 F. K. West.....Rossville, Tenn.
 Battle Malone, II.....Memphis, Tenn.
 J. H. Francis (Acting).....Memphis, Tenn.
 H. F. Minor (Oculist).....Memphis, Tenn.

VETERINARIANS

F. R. Butz, Chief Veterinarian.....Cincinnati, O.
 G. P. Hatchett.....Chattanooga, Tenn.
 Fred H. Steele.....Huntsville, Ala.
 R. F. South.....Decatur, Ala.
 G. D. Ingram.....Florence, Ala.
 Chas. Thigpen.....Tuscumbia, Ala.
 W. L. Stroupe.....Corinth, Miss.
 J. W. Scheibler.....Memphis, Tenn.

LIVE STOCK AGENTS

N. Moore, General Live Stock Agent.....Atlanta, Ga.
 W. B. Williamson, Live Stock Agent.....Knoxville, Tenn.
 C. L. Dautrich, Gen. Frgt. Claim Agent.....Chattanooga, Tenn.

HOSPITALS

Erlanger Hospital (white and colored).....Chattanooga, Tenn.
 Colbert County Hospital (white and colored).....Sheffield, Ala.
 Methodist Hospital.....Memphis, Tenn.
 St. Josephs Hospital.....Memphis, Tenn.
 Collins Chapel (colored).....Memphis, Tenn.

WATCH INSPECTORS

A. F. Steinhofel.....Chattanooga, Tenn.
 A. L. Hipp.....Huntsville, Ala.
 Sterchl Bros.....Sheffield, Ala.
 J. W. Sommer.....Florence, Ala.
 Newman Jewelry Co.....Tuscumbia, Ala.
 John C. Droke.....Corinth, Miss.
 A. Graves & Steuwer Co.....Memphis, Tenn.

SOUTHERN RAILWAY SYSTEM

CENTRAL LINES

Memphis Division

TIME TABLE No.

63

Effective 12:01 A. M. (Central Time)

SUNDAY, APRIL 2, 1944

FOR THE GOVERNMENT OF EMPLOYES ONLY

O. B. KEISTER - - - - - General Manager
 S. S. BROOKS - - - - - General Superintendent Transportation
 C. CHANDLER - - - - - Superintendent

BETWEEN CITICO YARD AND SHEFFIELD—WESTBOUND

Capacity of Tracks in Cars		Station Nos.	Miles from Bristol	TIME TABLE No. 63 EFFECTIVE APRIL 2, 1944				FIRST CLASS			SECOND CLASS			THIRD CLASS	
Other Tracks	Sidings			STATIONS	35 Daily	7 Daily	45 Daily	55 Daily	53 Daily	51 Daily	61 Ex. Sun.				
				Lv.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.				
		240A	240.0	X-W-C-T CITICO YARD N 1.6 (Terminal Station)				9 30	2 15	11 00					
		242A	241.6	X CHATTANOOGA N 38.4	10 10	5 00	11 20								
Yard	75	280A	280.0	X-W-Y STEVENSON N 6.5	s11 20 ⁵⁵	s 6 05	d12 30	11 50 ³⁵	4 15 ⁵⁶	1 15	7 00				
10	60	286A	286.5	..... FACKLER	f11 30	f 6 13	12 37	12 10 ⁶²	4 25	1 38 ⁵⁴	7 15				
15	60	292A	292.3	.... HOLLYWOOD ..D 5.8	f11 38 ⁶²	f 6 22	12 43	12 20	4 35	2 01 ⁴⁶	7 30				
30	35	298A	297.6	... SCOTTSBORO ... 5.5	s11 50	s 6 35	d12 50	12 35	4 55 ³⁶	2 10	8 00				
14	75	303A	303.1	W LARKINSVILLE D 4.1	f11 58	f 6 44	12 56	12 45	5 10	2 20	8 22 ⁸				
5	85	307A	307.2	.... LIMROCK	f12 04	f 6 50	1 00 ⁵⁴	12 54	5 18	2 26	8 35				
25	75	313A	313.4	.... WOODVILLE	f12 14	f 6 59	1 08	1 06	5 30	2 36	8 48				
25	60	318A	318.1	W-C PAINT ROCK .N 4.7	s12 22	s 7 07	1 13	1 15	5 38	2 46	9 00				
20	60	322A	322.3	.... GURLEY ....D 5.3	s12 30	f 7 14	1 25 ⁴⁶	1 30 ⁵⁶	5 46	2 52	9 10				
13	45	328A	327.6	... BROWNSBORO ... 6.7	f12 39	f 7 21	1 32	1 45	5 55	3 01	9 22				
6	75	335A	334.3	.... CHASE ....D 4.6	f12 50 ⁵⁶	f 7 33	1 39	2 00	6 07	3 13	9 33 ⁶²				
Yard	.....	339A	338.9	X-W-Y HUNTSVILLE .N 0.6	s 1 05	s 7 45	s 1 50	2 15	6 20	3 25	9 55				
.....	90	.....	339.5	X HUNTSVILLE SIDING .. 0.6	1 08	7 47	1 51	2 20	6 25	3 30	10 00				
60	75	344A	344.0	..... ELKO	1 14	f 7 55	1 56	2 30	6 33	3 44 ⁵²	10 10				
30	60	348A	348.7	.... MADISON ....D 5.5	s 1 23	s 8 02	2 01	2 40	6 41	4 00	10 22				
4	75	354A	354.2	.... GREENBRIER	f 1 30	f 8 10	2 07	3 00 ³⁶	6 50	4 12	10 33				
17	.....	356A	356.3	.... BELLE MINA	f 1 34	f 8 14	2 09	3 05	6 55	4 17	10 38				
.....	60	359A	359.8	.... IRVINTON	1 40	8 20	2 13	3 12	7 02	4 25	10 45				
.....	.....	362A	362.0	X DECATUR JCT. 2.2	1 44	8 24	2 15	3 16	7 07	4 30	10 50				
Yard	60	363A	363.3	X-W. DECATUR ...N 1.3	s 2 00	s 8 40	s 2 30	3 30	7 20	4 36	11 20 ⁵⁶				
.....	90	.....	363.8	X-Y DECATUR SIDING ... 0.5	2 02	8 42	2 31	3 35	7 25	4 45	11 25				
6	90	369A	369.4	.... TRINITY	f 2 18 ³⁶	f 8 52	2 37 ⁵²	3 45	7 35	4 55	11 37				
46	90	376A	375.8	.... HILLSBORO	f 2 28	f 9 01	2 43	3 57	7 46	5 08	11 50				
23	90	379A	379.5	W... WHEELER	f 2 35	f 9 07	2 47	4 05	7 53	5 15	11 58				
25	.....	383A	382.9	.... COURTLAND	s 2 42	s 9 15	2 51	4 13	8 00	5 25	12 06				
18	90	389A	388.6	... TOWN CREEK .NC 5.7 7.3	s 2 50	s 9 25	2 57	4 23	8 10	5 42 ⁸	12 18				
50	90	396A	395.9	.... LEIGHTON ...D 6.1	s 3 00	s 9 37	3 05	4 35	8 23	6 00	12 33				
.....	90	402A	402.0	.... HOBGOOD	3 10	9 45 ⁵⁴	3 11	4 46	8 35	6 20 ⁶²	12 46				
.....	.....	403A	403.6	.... NORALA	3 13	9 48	3 13	4 50	8 39	6 30	12 48				
Yard	.....	2MF	407.4	X-W-Y SHEFFIELD .N 3.8	3 20	10 00	3 25	5 00	9 00 ⁵⁴	7 00	1 00 ³⁶				
				Ar.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.				
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.			
				(Memphis)	35	7	45	55	53	51	61				

BETWEEN SHEFFIELD AND CITICO YARD—EASTBOUND

Capacity of Tracks in Cars		Station Nos.	Miles from Bristol	TIME TABLE No. 63 EFFECTIVE APRIL 2, 1944	FIRST CLASS			SECOND CLASS			THIRD CLASS	
Other Tracks	Sidings				STATIONS	8 Daily	36 Daily	46 Daily	52 Daily	56 Daily	54 Daily	62 Ex. Sun.
				Ar.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	
		240A	240.0	X-W-C-T CITICO YARD N 1.6 (Terminal Station)				8 30	6 30	5 00		
		242A	241.6	X CHATTANOOGA N 88.4	10 15	6 45	3 30					
Yard	75	280A	280.0	X-W-Y STEVENSON N 6.5	s 9 00	s 5 30	d 2 15 ⁵⁴	6 00	4 00 ⁵³	1 55 ⁴⁶	1 00	
10	60	286A	286.5	..... FACKLER	s 8 49	f 5 18	..... 2 07	5 32	3 10	1 38 ⁵¹	12 10 ⁵⁵
15	60	292A	292.3	..... HOLLYWOOD	s 8 40	f 5 10	..... 2 01 ⁵¹	5 22	3 00	1 28	11 38 ³⁵
				..... SCOTTSBORO	s 8 30	s 4 55 ⁵³	d 1 55	5 13	2 45	1 20	11 20
14	75	303A	303.1	W LARKINSVILLE D 5.5	s 8 22 ⁶¹	f 4 46	..... 1 48	5 03	2 34	1 10	10 50
5	85	307A	307.2	..... LIMROCK	s 8 15	f 4 38	..... 1 44	4 53	2 25	1 00 ⁴⁵	10 33
25	75	313A	313.4	..... WOODVILLE	s 8 06	f 4 29	..... 1 36	4 43	2 13	12 46	10 20
25	60	318A	318.1	W-C. PAINT ROCK N 4.7	s 7 58	s 4 20	..... 1 30	4 33	2 00	12 38	10 10
20	60	322A	322.3	..... GURLEY	s 7 52	s 4 12	..... 1 25 ⁴⁵	4 25	1 30 ⁵⁵	12 30	9 55
				..... BROWNSBORO	s 7 44	f 4 02	..... 1 18	4 15	1 15	12 21	9 44
6	75	335A	334.3	..... CHASE	s 7 34	f 3 50	..... 1 11	4 05	12 50 ³⁵	12 11	9 33 ⁶¹
Yard		339A	338.9	X-W-Y HUNTSVILLE N 4.6	s 7 25	s 3 40	..... s 1 05	3 55	12 25	12 01	9 15
				X HUNTSVILLE SIDING 0.6	7 13	3 23	..... 12 58	3 53	12 20	11 50	9 09
60	75	344A	344.0	..... ELKO	f 7 05	3 16	..... 12 53	3 44 ⁵¹	12 13	11 40	8 50
30	60	348A	348.7	..... MADISON	s 6 57	s 3 09	..... 12 48	3 35	12 05	11 31	8 40
				..... GREENBRIER	f 6 49	f 3 00 ⁵⁵	..... 12 42	3 25	11 43	11 21	8 22
17		356A	356.3	..... BELLE MINA	s 6 45	f 2 56	..... 12 40	3 21	11 38	11 17	8 17
				..... IRVINGTON	6 39	2 50	..... 12 36	3 15	11 32	11 11	8 11
		362A	362.0	X DECATUR JCT. 2.2	6 34	2 46	..... 12 34	3 10	11 26	11 06	8 06
Yard	60	363A	363.3	X-W. DECATUR N 1.8	s 6 30	s 2 40	..... s 12 30	3 00	11 20 ⁶¹	11 00	8 00
				X-Y DECATUR SIDING 0.5	6 21	2 26	..... 12 20	2 47	11 03	10 47	7 35
6	90	369A	369.4	..... TRINITY	s 6 14	f 2 18 ³⁵	..... 12 14	2 37 ⁴⁵	10 40	10 37	7 20
				..... HILLSBORO	s 6 04	f 2 08	..... 12 08	2 16	10 25	10 27	7 10
23	90	379A	379.5	W. WHEELER 3.7	s 5 58	f 2 00	..... 12 04	2 10	10 19	10 21	7 02
25		383A	382.9	..... COURTLAND	s 5 52	s 1 53	..... 12 01	2 04	10 12	10 15	6 55
18	90	389A	388.6	..... TOWN CREEK NC 5.7	s 5 42 ⁵¹	s 1 43	..... 11 55	1 56	10 00	10 06	6 46
				..... LEIGHTON	s 5 31	s 1 33	..... 11 47	1 46	9 45	9 55	6 35
		402A	402.0	..... HOBGOOD 6.1	5 23	1 24	..... 11 41	1 37	9 30	9 45 ⁷	6 20 ⁵¹
		403A	403.6	..... NORALA 1.6	5 20	1 22	..... 11 39	1 34	9 25	9 30	6 10
Yard		2MF	407.4	X-W-Y SHEFFIELD N 3.8	5 15	1 15 ⁶¹	..... 11 35	1 25	9 15	9 20 ⁵³	6 00
				Lv.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	
					Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
				(Memphis)	8	36	46	52	56	54	62	

BETWEEN SHEFFIELD AND MEMPHIS—WESTBOUND

Station No.	Miles from Bristol	TIME TABLE No. 63 EFFECTIVE APRIL 2, 1944 STATIONS	FIRST CLASS				SECOND CLASS				THIRD CLASS
			45 Daily	Bham. 1 Daily	35 Daily	7 Daily	51 Daily	G. M. & O. 57 Daily	55 Daily	53 Daily	63 Ex. Sun.
		Lv.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.
2MF		X-W-Y SHEFFIELD . N	3 35 ⁶³	5 00 ⁸	3 30	10 05	9 30		7 00	11 00	4 00 ⁴⁵
1MF		X-W-C-T-OLOYALL									
406A	406.4	X-Y. TUSCUMBIA . NC	s 3 43	5 06	s 3 47 3 55	10 11	9 45		7 15	11 17 ⁴⁶	4 15
414A	413.8	PRIDE	3 54	A. M.	4 06	P. M.	10 05		7 30 ⁵⁴	11 30	4 30
418A	417.9	BARTON	3 58		f 4 11		10 15		7 39	11 36	4 38
423A	422.7	CHEROKEE . . D	4 03		s 4 20		10 25 ⁶⁴		7 47	11 43	5 00
428A	428.1	W. MARGERUM . D	4 09		s 4 29		10 45		7 58	11 51	5 25 ⁵⁶
437A	436.5	IUKA N	d 4 20		s 4 42		11 05		8 15	12 07 ⁵²	6 10
444A	444.1	BURNSVILLE . D	4 28		s 4 53		11 26 ³⁶		8 28	12 20	6 45
451A	450.7	GLENS	4 36 ⁵⁶		f 5 01		11 38	P. M.	8 39	12 32	6 55
459A	458.8	X-W-C-Y CORINTH . N	s 4 55 ⁵⁸		s 5 24		12 25	2 40	9 40	1 05	7 40
	459.0	X CORINTH SIDING . .	4 56		5 25 ⁵⁴		12 26	2 41	10 01 ⁴⁶	1 07	7 42
464A	464.2	WENASOGA	5 02		f 5 33		12 35	2 52	10 10	1 17	7 55
468A	468.0	CHEWALLA	5 06		f 5 39		12 41	2 58	10 20	1 23	8 05 ⁶⁴
471A	471.6	W. CYPRESS	5 10		f 5 45		12 49	3 04	10 27	1 28	8 15
478A	477.5	POCAHONTAS . D	5 16		s 5 55		1 00	3 14	10 40 ⁵²	1 38	8 25
483A	482.6	X. MIDDLETON . N	d 5 23		s 6 05		1 15	3 23	10 50	1 48	8 40
488A	487.7	ROGERS SPRING . .	5 31		f 6 14		1 25	3 30	11 01	1 57	8 50
494A	494.2	SAULSBURY . . D	5 39		s 6 24		1 40	3 38	11 14	2 08	9 05
500A	499.9	X-W-Y GRAND JCT. N	s 5 50		s 6 37		2 00	4 00 ⁵⁴	11 30	2 25 ⁵⁶	9 42 ³⁶
503A	502.9	LAGRANGE	5 54		f 6 43		2 07	4 10	11 35	2 30	9 50
507A	506.6	RATHER	5 58 ⁶⁴		6 48		2 15	4 17	11 42	2 36	9 56
513A	512.8	MOSCOW . . . D	6 05		s 6 58		2 30	4 26	11 55	2 50 ⁵⁸	10 18
521A	520.8	ROSSVILLE . . D	6 14		s 7 10		2 50 ⁵⁴	4 37	12 10	3 05	10 30
528A	527.9	COLLIERVILLE . N	6 22		s 7 21		3 02	4 47	12 25	3 20	10 50
531A	531.4	BAILEY	6 26		f 7 28		3 09	4 54	12 35	3 30	10 57
537A	537.2	GERMANTOWN . . .	6 33		s 7 40		3 19	5 03	12 54 ⁵⁶	3 40	11 10
543A	542.6	WHITE	6 39		f 7 47		3 29	5 12	1 05	3 50	11 20
545A	545.0	NORMAL			s 7 52						
546A	546.3	X. BUNTYN	d 6 44		s 7 59 ⁴⁶		4 00	5 25	1 11	4 00 ⁶⁴	11 30
547A	547.0	XWCTO FORREST YARD N					6 00	6 05	1 15 ⁵⁸	8 30	11 40
550A	549.9	X. K. C. JUNCTION . .	6 55		8 10						
553A	552.3	X MEMPHIS (Un.Sta.) N Ar.	7 10 A. M.		8 30 P. M.		P. M. P. M.	P. M. A. M.	A. M. A. M.	A. M. A. M.	A. M.
			Daily 45	Daily 1 Bham.	Daily 35	Daily 7	Daily 51	Daily 57 G. M. & O.	Daily 55	Daily 53	Ex. Sun. 63

(Memphis)

BETWEEN MEMPHIS AND SHEFFIELD—EASTBOUND

Capacity of Tracks in Cars		TIME TABLE No. 63 EFFECTIVE APRIL 2, 1944 STATIONS	FIRST CLASS				SECOND CLASS				THIRD CLASS	
Other Tracks	Sidings		8 Daily	36 Daily	Bham. 2 Daily	46 Daily	56 Daily	G.M.&O. 58 Daily	54 Daily	52 Daily	64 Ex. Sun.	
		Ar.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	
		X-W-Y SHEFFIELD . N	5 07 ¹	1 00	9 20	11 30	8 00		8 30	1 10	11 30	
Yard		X-W-C-T-O LOYALL <small>0.7</small>										
		X-Y TUSCUMBIA . N-C	5 02	s12 35	9 13	s11 17 ⁵³	6 10		7 45	12 56	10 55	
8	75	PRIDE <small>7.4</small>	A. M.	12 16	P. M.	11 05	5 51		7 30 ⁵⁵	12 44	10 42	
22		BARTON <small>4.1</small>		r12 10		11 01	5 45		7 18	12 38	10 35	
		CHEROKEE . D		s12 02		10 56	5 37		7 09	12 30	10 25 ⁵¹	
34	75	W. MARGERUM . D		s11 52		10 50	5 25 ⁶³		6 59	12 20	10 07	
23	75	IUKA . N		s11 36		d10 40	5 10		6 45	12 07 ⁵³	9 50	
30	55	BURNSVILLE . D		s11 26 ⁵¹		10 31	4 50		6 29	11 50	9 20	
		GLENS <small>8.1</small>		r11 15		10 23	4 36 ⁴⁵	A. M.	6 18	11 40	9 05	
Yard		X-W-C-Y CORINTH . N		s11 03		s10 13	4 00	4 40 ⁴⁵	6 02	11 25	8 50	
		X CORINTH SIDING <small>0.2</small>		10 45		10 01 ⁵⁵	3 55	4 36	5 25 ³⁵	11 20	8 20	
3	90	WENASOGA <small>5.2</small>		r10 38		9 55	3 29	4 24	5 03	11 04	8 13	
3	71	CHEWALLA <small>3.8</small>		r10 32		9 51	3 22	4 17	4 55	10 57	8 05 ⁶³	
4	50	W. CYPRESS <small>3.6</small>		r10 26		9 47	3 15	4 11	4 48	10 50	7 55	
		POCAHONTAS . D		s10 19		9 41	3 05	4 01	4 38	10 40 ⁵⁵	7 45	
35	90	X MIDDLETON . N		s10 10		d 9 35	2 55	3 51	4 28	10 30	7 30	
7	71	ROGERS SPRING <small>5.1</small>		r10 01		9 28	2 46	3 42	4 20	10 20	7 00	
20	75	SAULSBURY . D		s 9 52		9 21	2 36	3 32	4 10	10 10	6 50	
110	80	X-W-Y GRANDJCT. . N		s 9 42 ⁶³		s 9 15	2 25 ⁵³	3 21	4 00 ⁵⁷	10 00	6 35	
		LAGRANGE <small>3.7</small>		f 9 34		9 09	2 08	3 11	3 27	9 52	6 05	
	90	RATHER <small>6.2</small>		9 28		9 05	2 00	3 05	3 20	9 46	5 58 ⁴⁵	
20	90	MOSCOW . D		s 9 19		8 58	1 40	2 50 ⁵³	3 03	9 31	5 35	
15	90	ROSSVILLE . D		s 9 06		8 49	1 25	2 25	2 50 ⁵¹	9 19	5 20	
37	65	COLLIERVILLE . N		s 8 55		8 42	1 12	2 10	2 38	9 08	5 00	
		BAILEY <small>5.8</small>		f 8 47		8 37	1 05	2 02	2 32	9 02	4 42	
3	90	GERMANTOWN <small>5.4</small>		s 8 37		8 30	12 54 ⁵⁵	1 50	2 22	8 52	4 30	
30	90	WHITE <small>2.4</small>		f 8 27		8 22	12 42	1 35	2 12	8 42	4 15	
		NORMAL <small>1.3</small>		s 8 22								
		X BUNTYN <small>0.7</small>		s 8 18		s 8 18 ^{35 52}	12 32	1 17	2 02	8 32 ⁴⁶	4 05 ⁵³	
Yard		XWCTO FORREST YARD N <small>2.9</small>					12 30	1 15 ⁵⁵	2 00	8 30	4 00	
		X K. C. JUNCTION <small>2.4</small>		8 07		8 07						
		X MEMPHIS(Un.Sta.)N		8 00		8 00						
		Lv.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
			Daily 8	Daily 36	Daily 2 Bham.	Daily 46	Daily 56	Daily 58 G.M.&O.	Daily 54	Daily 52	Ex. Sun. 64	

(Memphis)

BETWEEN SHEFFIELD AND FLORENCE

SOUTHBOUND				Capacity of Tracks in Cars		Station Nos.	Miles from Tuscumbia	TIME TABLE No. 63 EFFECTIVE APRIL 2, 1944		NORTHBOUND			
				Other Tracks	Sidings			STATIONS					
				Yard	.....	8MF	7.8	X ...	FLORENCE ... D				
									0.8				
						7MF	7.0	X	FURNACE JUNCTION				
				6	.....	6MF	5.5	X	SOUTH FLORENCE..				
									1.5				
						4MF	4.1	X	SHEFFIELD JUNCT..				
									1.4				
						2MF	2.3	X ...	SHEFFIELD ... N				
									1.8				
								Ar. (Union Station)	Lv.				

SOUTHBOUND trains from Florence to Sheffield are superior to trains of the same class moving in the opposite direction in accordance with Rule 72.

BETWEEN TUSCUMBIA AND FIFTH STREET

SOUTHBOUND TRAINS						TIME TABLE No. 63 EFFECTIVE APRIL 2, 1944		NORTHBOUND TRAINS					
FIRST CLASS				Station Nos.	Miles from Bristol	STATIONS		FIRST CLASS					
107 Daily	135 Daily	137 Daily	Bham. 1 Daily					Lv.	Ar.	108 Daily	136 Daily	Bham. 2 Daily	134 Daily
P. M. 10 11	P. M. 3 48	P. M. 12 26	A. M. 5 06	406A	406.4	X.	TUSCUMBIA N-C	A. M. 5 02	P. M. 12 32	P. M. 9 13	P. M. 3 54		
10 15 P. M.	3 50 P. M.	12 28 P. M.	5 08 A. M.	406A	406.0	X.	FIFTH STREET ...	5 00 A. M.	12 30 P. M.	9 10 P. M.	3 52 P. M.		
Daily 107	Daily 135	Daily 137	Daily 1 Bham.			Ar.	Lv.	Daily 108	Daily 136	Daily 2 Bham.	Daily 134		

SPECIAL INSTRUCTIONS

CONSULT BULLETIN BOARDS AND SPECIAL ORDER BOOKS DAILY

ALL REGULAR EASTBOUND trains are superior to trains of the same class moving in the opposite direction, in accordance with Rule 72.

- The Special Instructions do not relieve employes from proper protection of the train according to Rule 99.
- ADDITIONAL CLEARANCE CARD STATIONS
(Rules 1141 and 1301)
Decatur, Corinth.
- BULLETIN BOARDS AND SPECIAL ORDER BOOKS
(Rules 1142 and 1302)
Stevenson, Sheffield — Tuscumbia,
Huntsville, Yard Office, Corinth,
Decatur, Union Station, Forrest Yard.
Roundhouse, Memphis—Union Station
- TRAIN REGISTERS (Rules 83 and 1143)
Stevenson, Florence, Forrest Yard (c),
Sheffield, Corinth, Memphis—Union Station
(c) Dispatcher will register first class trains.
- STANDARD CLOCKS (Rule 3)
Stevenson, Sheffield — Corinth,
Decatur, Union Station, Forrest Yard,
Tuscumbia, Memphis — Union Station.
- RAILROAD CROSSINGS AT GRADE (Rule 98)
Huntsville, Ala. N. C. & St. L. Ry.
Decatur, Ala. L. & N. R. R.
Norala, Ala. Birmingham Division
Sheffield, Ala. L. & N. R. R.
Florence, Ala. (Mile 7.6-MF) ... L. & N. R. R.
Florence, Ala. (I. A. C.) ... L. & N. R. R.
Corinth, Miss. G. M. & O. R. R.
Middleton, Tenn. G. M. & O. R. R.—Interlocked.
Grand Junction, Tenn. I. C. R. R.
Mile 549.4A Union Ry.
K. C. Junction, Tenn. Union Ry.
K. C. Junction, Tenn. N. C. & St. L. Ry.
- JUNCTIONS (Rule 98)
Stevenson, Ala. N. C. & St. L. Ry.
Decatur Junction, Ala. L. & N. R. R.—Interlocked.
Decatur, Ala. L. & N. R. R.
Norala, Ala. Birmingham Division
Sheffield Junction, Ala. L. & N. R. R.
Furnace Junction, Ala. L. & N. R. R.
Tuscumbia, Ala. Birmingham Division
- DRAWBRIDGES (Rule 98)
Mile 5.7-MF Tennessee River.
Mile 362.2-A Tennessee River.
- DOUBLE TRACKS (Rules 98 and 151 to 153)
From Sheffield to Tuscumbia and from Buntyn to Memphis
(Union Station).
- INTERLOCKING SIGNALS (Rules 601 to 636, Inc.)
Decatur Junction, Ala. L. & N. R. R.
Middleton, Tenn. G. M. & O. R. R. Crossing.
- AUTOMATIC BLOCK SIGNALS
(Rules 501 to 522 and 601 to 636, Inc.)
Automatic block signal rules and train control are effective
between Stevenson and K. C. Junction. Automatic block signals
are effective between K. C. Junction and Union Station Inter-
locking Plant, Memphis.
- TRAIN MOVEMENTS (Rules 261 to 264, Inc.)
Between Decatur and Decatur Junction trains will move on
authority of Rules 261 to 264 inclusive, being governed by block
signals. East or Northbound trains must receive clearance
card, Form 603, at Decatur.
Decatur Junction—Indications.
East or Northbound Top arm governs Southern Rail-
way trains.
(Memphis) Lower arm L. & N. R. R. trains.

Birmingham Division second class and inferior trains will use Memphis Division tracks between Norala and Sheffield in accordance with Rules 261 to 264, inclusive, being governed, north or westbound, by automatic signal NA 39 located fifteen hundred feet west of Norala. If the switch indicator located at the switch is in clear position, switch may be lined up for movement to Sheffield Yard, and, if Signal NA 39 is in the proceed position, trains may proceed. Switch must not be thrown when indicator displays "STOP". Southbound Birmingham Division second class and inferior trains will be governed by Signal NA 24.

Trains entering main track at Emco-Listerhill Junction may move to Leighton in accordance with Rules 261 to 264 inclusive and Rule 517, being governed by switch indicator at Emco-Listerhill Junction. If switch indicator is in clear position, switch may be lined for movement to Leighton. Switch must not be thrown when indicator displays "STOP".

Memphis Division trains between Tuscumbia and Fifth Street will use the Southbound main track. When leaving Tuscumbia for Fifth Street. Flagman must be left at Tuscumbia to protect return movement.

Trains or engines of the Southern Railway will use the tracks of other railroads or other Divisions in accordance with their time tables and rules as follows:

N. C. & St. L. Railway between Stevenson and Wauhatchie. Chattanooga Terminal between Wauhatchie and Citico Yard. L. & N. Railroad trains or engines will use Southern Railway tracks between Decatur and Decatur Jct., and will be governed by rules of the Southern Railway.

L. & N. Railroad trains or engines will use Southern Railway tracks between Furnace Junction and Sheffield Junction and will be governed by the rules of the Southern Railway.

13. YARD LIMITS (Rule 93)

Stevenson, Huntsville, Decatur,	Sheffield, Tuscumbia, Florence, Corinth,	Middleton, Grand Junction, Forrest Yard.
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15. SPEED RESTRICTIONS (Rules 108 and 1305)

Where not otherwise restricted the following maximum speeds are authorized:

Between Stevenson and Memphis

Passenger trains handled by passenger type steam locomotives seventy miles an hour; handled by Diesel Electric locomotives, eighty miles an hour, except the small Diesels M-2 and M-41 and similar type will not exceed fifty miles an hour. Freight trains handled by Santa Fe or Mallet type steam locomotives forty miles an hour; handled by other classes of steam or diesel electric power fifty-five miles an hour.

Additional Speed Restrictions

Passenger trains will reduce speed to sixty miles an hour, and freight trains to fifty miles an hour on curves, except where otherwise restricted.

Engines running light will be governed by above speeds according to class of engine.

Freight trains handling loaded hopper bottom coal cars, loaded tank cars, or flat cars loaded with creosoted poles, 40 miles an hour.

When passenger trains haul freight cars, or when freight engines haul either freight or passenger cars, maximum speed of freight trains to govern.

All trains will approach NC&StL crossing at Huntsville under control expecting to find NC&StL train crossing the main track.

Westbound trains will approach Norala under control expecting to find a Birmingham Division train entering or leaving the main line.

All trains, including first class trains, or engines must move under control between Decatur Junction and Decatur; between Sheffield and Florence; between Sheffield and Tuscumbia; between Tuscumbia and Fifth Street and between Buntyn and Memphis (Union Station). The provisions of Rules 93 applies between these points to first class as well as second and inferior class and extra trains or engines, but inferior trains or engines must not delay first class trains.

When the track is inundated, diesel-electric switch locomotives and diesel-electric road locomotives may be run through water not in excess of three inches over top of rail at a speed not to exceed three miles an hour.

Reduce to twenty-five miles an hour passing coal chute Paint Rock, Ala., twenty-five miles an hour over GM&O crossing (Middleton, Tenn.), fifteen miles an hour over regular cinder cleaning points located on the main track, fifteen miles an hour moving through a switch except at the end of double track where the speed must not exceed twenty miles an hour.

Trains or engines using double track in reverse direction must approach facing point switches under control.

Pile Driver PD-36, thirty-five miles an hour.

Pile Drivers PD-24 and PD-25, twenty-five miles an hour.

Pile Drivers PD-19 and PD-22, twenty miles an hour.

Derricks D-1, D-22, D-30 and D-40, twenty miles an hour.

Other derricks, twenty-five miles an hour.

The above speeds on pile drivers and derricks are for tangent track. The speed must be reduced below these maxima speeds on curved track.

Between Sheffield and Florence, speed of pile drivers PD-19 and PD-22 must not exceed fifteen miles an hour.

Trains and engines must not exceed a speed of twenty miles an hour between Sheffield and Florence and between Emco-Listerhill Junction and Emco.

The following speed limits are fixed by law through towns and over streets:

Stevenson, Ala.	10 miles an hour
Scottsboro, Ala.	25 miles an hour
Huntsville, Ala.	10 miles an hour
Decatur, Ala.	13 miles an hour
Sheffield, Ala.	25 miles an hour
Montgomery Ave.—Flagman precede movement over this street)	
Tuscumbia, Ala.	15 miles an hour
Iuka, Miss.	20 miles an hour
Burnsville, Miss.	30 miles an hour
Corinth, Miss.	30 miles an hour
Moscow, Tenn.	20 miles an hour
Memphis, Tenn.	30 miles an hour

The following governs over streets in Chattanooga, Tenn.:

Over Broad Street, Market Street, Main Street, King Street, Cowart Street, Thirtieth Street, and Rossville Avenue, eight miles an hour. Unless crossing flagmen are on duty, or other approved signals are used to warn traffic on these streets, trains and engines before crossing them must stop and be flagged over them by a member of the crew with proper signals. After the leading engine or car has cleared the crossings named, the speed may be increased not to exceed twenty miles an hour.

16. ADDITIONAL FLAG STOPS

Long Island	Nos. 7 and 8.
Bridgeport	Nos. 7 and 8.
Ryland	Nos. 7, 8, 35 and 36.
Forest Hill	Nos. 35 and 36.

17. CONDITIONAL STOPS FOR REVENUE PASSENGERS

(d) No. 45 will stop at Stevenson and Scottsboro to discharge passengers from Chattanooga and points East, and to pick up passengers for Decatur and points West where scheduled to stop, and will stop at Iuka and Middleton to discharge passengers from Sheffield and points East and to pick up passengers for Memphis, and will stop at Buntyn to discharge passengers.

No. 46 will stop at Middleton and Iuka to discharge passengers from Memphis and to pick up passengers for Sheffield and points East where scheduled to stop, and will stop at Scottsboro and Stevenson to discharge passengers from Decatur and points West and pick up passengers for Chattanooga and beyond.

Nos. 35 and 36 will stop daily at Bridgeport.

19. SWITCHES (Rules 104, 104-A and 1642 to 1645, Inc.)

Trailing movements may be made through spring switches without opening and closing by hand, however, if necessary to stop a train or engine on a spring switch, the switch must be set by hand before taking slack or reverse movement is attempted.

"S. S." signs are located adjacent to spring switches and, when practicable, indicate location of the clearance point for adjacent track, unless "Clear This Post" sign is used.

(Memphis)

SPECIAL INSTRUCTIONS—Concluded

Spring switches are located as follows:

Stevenson—West End Siding; Fackler—East and West End Siding; Hollywood—East and West End Siding; Seattlesboro—East and West End Siding; Larkinsville—East and West End Siding; Limrock—East and West End Siding; Woodville—East and West End Siding; Paint Rock—East and West End Siding; Gurley—East and West End Siding; Brownsboro—East and West End Siding; Chase—East and West End Siding; Huntsville—East and West End Siding; Huntsville Siding—East and West End Siding; Elko—East and West End Siding; Madison—East and West End Siding; Greenbrier—East and West End Siding; Irvinton—East and West End Siding; Decatur—Pond Street; Decatur—East and West End Siding; Decatur Siding—East and West End Siding; Trinity—East and West End Siding; Hillsboro—East and West End Siding; Wheeler—East and West End Siding; Town Creek—East and West End Siding; Leighton—East and West End Siding; Hobgood—East and West End Siding; Sheffield—East End Freight Yard Lead; Sheffield—West End Freight Lead, Union Station; Sheffield—West End Union Station; Sheffield—East End Double Track; Tusculumbia—West End Double Track; Pride—East and West End Siding; Cherokee—East and West End Siding; Margerum—East and West End Siding; Iuka—East and West End Siding; Burnsville—East and West End Siding; Glens—East and West End Siding; Corinth—East End North New; Corinth Siding—East and West End Siding; Wenasora—East and West End Siding; Chewalla—East and West End Siding; Cypress—East and West End Siding; Pocahontas—East and West End Siding; Middleton—East and West End Siding; Rogers Spring—East and West End Siding; Saulsbury—East and West End Siding; Grand Junction—East and West End Siding; Rather—East and West End Siding; Moscow—East and West End Siding; Rossville—East and West End Siding; Collierville—East and West End Siding; Bailey—East and West End Siding; Germantown—East and West End Siding; White—East and West End Siding; Forrest Yard—East End Freight Yard Lead; Buntyn—East End Double Track.

20. MISSISSIPPI LAW

Mississippi law requires engine whistle be sounded 300 feet from grade crossing and kept blowing continuously until crossing is passed.

21. AIR BRAKE INSTRUCTIONS TO ENGINEMEN AND TRAINMEN

When brakes are applied in any manner except by engineer's brake valve, close throttle, place automatic brake valve on lap and allow it to remain on lap until train comes to a stop.

The application of brakes in this manner will be indicated by—

Steam Locomotives—Pressure on brake cylinder air gauge, train pulling hard or slowing down.

Diesel-Electric Locomotives—Brake cylinder pressure on air gauge, train pulling hard, speed indicator falling in miles per hour, or transition indicator moving toward the red.

If necessary to prevent sliding of driving wheels, the driving brake cylinder pressure can be graduated with the independent brake valve.

When an emergency application is made, allow automatic brake valve to remain on lap at least two (2) minutes before releasing.

When train is stopped under such circumstances, it must not proceed until proper signal is given.

Before giving signal to proceed, trainmen must know the brakes are released and pressure is being restored.

WHEN NECESSARY, PASSENGER TRAINS WILL WAIT FOR CONNECTIONS AS INDICATED BELOW. SUPERINTENDENT OR CHIEF DISPATCHER WILL INSTRUCT IN CASES OF UNUSUAL CONDITIONS OR EMERGENCIES.

Train No.	Station	Wait for	Train No.	Time
45	Chattanooga.....	Knoxville Div.	45	Indefinitely
*36	Memphis.....	All Connections	..	10 minutes
*46	Memphis.....	All Connections	..	10 minutes
*7	Chattanooga.....	Knoxville Div.	41	15 minutes

*When passengers are reported.

When necessary all passenger trains will wait at Sheffield ten (10) minutes for Shoals Transit buses from Florence.

SYSTEM LOCOMOTIVES, DERRICKS, PILE DRIVERS AND OTHER ROADWAY EQUIPMENT AND SYSTEM AND FOREIGN CARS, ALSO L. & N. LOCOMOTIVES LISTED MAY BE OPERATED PROVIDED WEIGHTS AND OTHER RESTRICTIONS SHOWN BELOW ARE NOT EXCEEDED.

BETWEEN CHATTANOOGA AND MEMPHIS

EQUIPMENT	Type	Total Weight
Consolidation Engines.....	2-8-0	214,000
Diesel Power Units.....	6-6	318,330
Diesel Power Units.....	4-6	230,000
Pacific Engines.....	4-6-2	306,000
Mikado Engines.....	2-8-2	292,500
Mountain Engines.....	4-8-2	327,000
Loaded Cars.....		210,000

All engines permitted on this line may be operated coupled. Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without spacing. All system derrick except D-70, D-71, D-72, D-73, D-74, and D-5989 may be operated. System Derricks D-70, D-71, D-72, D-73, D-74 and D-5989 may be operated Chattanooga to Stevenson only.

L. & N. ENGINES BETWEEN DECATUR AND DECATUR JUNCTION

Following L. & N. Engines are heaviest in their respective classes that may be operated.

EQUIPMENT	Class	Total Weight
Mountain Engines.....	L-1	(a) 334,240
Mikado Engines.....	J-1	(a) 302,000
Mikado Engines.....	J-2-A	(b) 328,000
Mikado Engines.....	J-4	(b) 320,000
Mikado Engines.....	J-4-A	(b) 325,400
Pacific Engines.....	K-7	(c) 315,000
Diesel Power Units.....		318,300

(a) Mountain type engines L-1 and Mikado type engines J-1 may be coupled with same or lighter class engines.

(b) Mikado type engines J-2-A, J-4 and J-4-A must not be coupled, except with engines lighter than class J-1 or L-1.

(c) Pacific type engines K-7 must not be coupled.

BETWEEN SHEFFIELD AND FLORENCE

EQUIPMENT	Type	Class	Total Weight
Consolidation Engines.....	2-8-0	158	157,000
Ten wheel Pgr. Engines.....	4-6-0	158	158,000
L. & N. Consolidation Engines.....	2-8-0		163,600
L. & N. 10 wheel Pgr. Engines.....	4-6-0		166,000
Loaded Cars.....			150,000
Loaded Cars.....			(b) 169,000

Engines must not be operated coupled on this line.

Pile Drivers PD-19 and PD-22 with a tender at one end and car weighing not exceeding 90,000 lbs. gross at the other end may be operated at a speed not exceeding fifteen miles per hour.

Derricks D-1, D-22, D-24, D-27, D-29, D-30 and D-5998 may be operated at a speed not to exceed twenty miles per hour.

(b) Cars weighing in excess of 150,000 lbs. must be separated from each other and from any engine by at least one car having gross weight not exceeding 103,000 lbs.

Note: The weight of engines shown above is weight exclusive of tender.

Locomotive Rating in Tons of 2,000 Pounds Exclusive of Tender and Caboose

	NORTH OR EASTBOUND	
	Consolidated 22 in. x 30 in. Cylinder	Mikado 27 in. x 30 in. Cylinder
BETWEEN		
Forrest Yard and Grand Jet.....	1650	2100
Grand Jet, " Corinth.....	2000	2700
Corinth " Margerum.....	1650	2100
Margerum " Sheffield.....	2000	2700
Sheffield " Decatur.....	2250	3000
Decatur " Huntsville.....	1900	2400
Huntsville " Chase.....	1650	2100
Chase " Stevenson.....	2250	3000
Stevenson " Citico Yard.....	1300	1650
SOUTH OR WESTBOUND		
BETWEEN		
Citico Yard and Stevenson.....	1200	1550
Stevenson " Huntsville.....	1650	2100
Huntsville " Decatur.....	1900	2400
Decatur " Sheffield.....	2250	3000
Sheffield " Grand Jet.....	1600	2100
Grand Jet, " Forrest Yard.....	2500	3000

When actual weight of lading cannot be obtained, it must be estimated and when such cars are weighed enroute proper correction should be made. Conductors will secure actual tonnage of merchandise cars.

When engines are pronounced incapable of pulling their rating, written explanation from the Engineman will be sent by wire to Chief Dispatcher. Conductor will make written report upon arrival at Terminal.

BUSINESS TRACKS AND STATIONS NOT SHOWN

Name	AS STATIONS ON TIME TABLE	Location
Huntsville Arsenal		Mile 344.0
Reynolds		" 374.6A
Courtland Basic Flying Field		" 383.7A
Emco-Listerhill Jct.		" 399.5A
Listerhill		" 3.5ME
Emco		" 5.7ME
Sorg		" NA 2.7
Denie		" 426.5A
Hazard		" 440.2
Walker		" 442.4A
Hays		" 516.4A
Forest Hill		" 533.5A

(Memphis)