

# LOUISVILLE & NASHVILLE RAILROAD COMPANY

## WESTERN AND ATLANTIC DIVISION

### TIME TABLE No.

# 7

**TAKES EFFECT**

**SUNDAY, APRIL 28, 1963**

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

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

**C. S. SANDERSON,  
General Manager**

**C. N. WIGGINS,  
Ass't General Mgr.**

**F. W. KIRCHNER,  
Chief Trans. Officer**

**T. J. HALE,  
Superintendent**

**E. H. CIVILS,  
Ass't Superintendent**

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### SPEED TABLE

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

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Secs.		Mins.	Secs.
5	12	0	40	1	30
10	6	0	45	1	20
15	4	0	50	1	12
20	3	0	55	1	05
25	2	24	60	1	00
30	2	0	65	0	55
35	1	43	70	0	52

## SPECIAL INSTRUCTIONS

### DOUBLE TRACK

Between Chattanooga and East End Avenue.  
Between Tilford and Atlanta.

### AUTOMATIC BLOCK SIGNAL SYSTEM

Between signs located on roadside at Signal 136.3 reading "Beginning of Automatic Block" and "End of Automatic Block," and north end of interlocking at East End Avenue, and, except within interlocking limits, between signs located on roadside 350 feet south of end of double track at Tilford reading "CTC Begins" and "CTC Ends" and sign located on roadside north of Thurmond Street, Atlanta, reading "End of Automatic Block" applying to southward trains, and Signal 0.8 applying to northward trains.

Between Tilford and Thurmond Street, Atlanta, trains and engines will run with the current of traffic by block and interlocking signals, whose indication will supersede Time Table superiority of trains.

Signal 1.5 located south of North Avenue Underpass, Atlanta, governing southward movements on southward main track is east of northward main track and is not equipped with a doll signal.

### INTERLOCKING STATIONS

East End Avenue, Dalton, Junta, Howell.

Interlocking at Dalton is under the control of train dispatcher located in tower at that station.

Controlled Power operated switches are in service at North ends of northward and southward sidings at Dalton, North end of siding at Junta, South end Tilford Yard interlocking plant and ACL Railroad Jet. interlocking plant.

### CENTRALIZED TRAFFIC CONTROL SYSTEM

Between South limits of interlocking at East End Ave. and Tilford except within interlocking limits, Rules 261 to 263, inclusive, and Rules 525 to 531, inclusive, are effective.

### STANDARD CLOCKS

Wauhatchie Yard.....Train Order Office.  
Chattanooga .....Union Station—Train Order Office.  
Dalton .....Passenger Station.  
Knoxville .....Dispatchers' Office.  
West Knoxville .....Train Order Office.  
Etowah .....Train Order Office.  
Etowah .....Roundhouse.  
Blue Ridge .....Train Order Office.  
Cartersville .....Agent's Office.  
Marietta .....Passenger Station.  
Tilford.....Train Order Office—Yard Office.  
Tilford.....Enginemen's Washhouse.  
Manchester .....ACL Yard Office.  
Manchester .....ACL Passenger Station.  
Atlanta .....Union Station—Train Order Office.

### BULLETIN BOARDS

Wauhatchie Yard .....Enginemen's Register Room.  
Wauhatchie Yard .....Yard Office.  
Chattanooga .....Union Station—Train Order Office.  
Dalton .....Agent's Office.  
Knoxville .....Conductors' Register Room.  
West Knoxville .....General Yardmaster's Office.  
West Knoxville .....Roundhouse.  
Etowah .....Roundhouse.  
Etowah .....Yard Office.  
Blue Ridge .....Train Order Office.  
Cartersville .....Locker Room.  
Ball Ground .....Agent's Office.  
Marietta .....Agent's Office.  
Tilford.....Yard Office.  
Tilford.....Bowl Yardmasters' Office.  
Tilford.....Enginemen's Washhouse.  
Tilford.....Switchmen's Locker Room.  
Manchester .....ACL Yard Office.  
Manchester .....ACL Shops.  
Bellwood .....ACL Yard Office.  
Atlanta .....Union Station—Train Order Office.

### YARD LIMITS

Hooker—Boyce.  
Dalton.  
Kingston.  
Junta-Cartersville—North Yard.  
Elizabeth-Rosewood.  
Tilford-Atlanta.

### REGISTER STATIONS

Wauhatchie Yard. For trains originating or terminating in freight yard. Trains terminating at Wauhatchie Yard will register by Form 230 which will be left in yard office with way-bills.  
Chattanooga.....Union Station Train Order Office—For trains originating or terminating at Union Station.  
Tilford.....Yard Office—For trains originating or terminating in freight yard.  
Atlanta.....Union Station—Train Order Office—For trains originating or terminating at Union Station except Georgia Railroad trains.

### AUTOMATIC SWITCHES

Automatic switches are identified by a sign on switch stand reading "AS". A train trailing through and stopping on an automatic switch must not make a reverse movement until all wheels of leading truck have completely passed switch points.

### SPRING SWITCHES

A spring switch is in service at Chattanooga and is the first switch in northward main track south of Thirteenth Street (Hooke Street).

Its normal position is set for movement from northward main track.

Continued on page 2

**SPECIAL INSTRUCTIONS—Continued from page 1**

**MISCELLANEOUS**

Section 94-506, Chapter 94-5 of the 1933 Code of Georgia, as amended, requires engineer operating the locomotive of any railroad train to sound grade crossing signals with two long, one short and one long blast of the locomotive whistle, beginning at blow post located 400 yards from the center of intersection at grade with any public road or street crossing at grade, said blast of whistle to be loud and distinct. In addition thereto, on reaching the blow post for the crossing and while approaching said crossing, he shall keep and maintain a constant and vigilant lookout along the track ahead of said engine, and shall otherwise exercise due care in approaching said crossing, in order to avoid doing injury to any person or property which may be on said crossing, or upon the line of said railway at any point within 50 feet of such crossing.

Trains, except first and second class, may be run without being created as a regular train, section, or extra train, and such trains may, when necessary, be designated by the number of their engine.

Clearance Form A, issued at Wauhatchie Yard to a second class train which is not a section, will be its authority to assume the schedule designated at Market Street.

Trains originating at Wauhatchie Yard and K. & A. trains originating at Junta must not leave such station without Clearance Form A.

At Junta, all trains, except W. & A. first class trains, will leave L. & N. Form 230 showing required information except the identity of the train.

Southward K. & A. trains arriving at Junta displaying signals prescribed by Rules 20 or 21 are not required to remove such signals for the remainder of the run.

Northward K. & A. trains, without identity, may display signals prescribed by Rule 21 between Union Station, Atlanta, and Junta.

Junta is a train order office for K. & A. southward trains only. Fixed signal prescribed by Rule 221 is not used at that office.

No. 195 may assume schedule and leave Howell Tower without Clearance Form A.

No. 21 may assume schedule and leave Dalton without Clearance Form A.

No. 3 and No. 2 will stop to take on or deliver U. S. mail at stations where instructed to do so by Bulletin No. 723, dated November 29, 1939, and/or supplements thereto, issued by Superintendent.

**STOPS FOR PASSENGERS**

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
Nos. 2 and 3.....	Cass and Rocky Face.
No. 17.....	Cartersville to discharge revenue passengers from Cincinnati or points beyond; Marietta to discharge revenue passengers from Knoxville and points beyond.
No. 18.....	Marietta to take on revenue passengers for Knoxville and points beyond; Cartersville to take on revenue passengers for Cincinnati or points beyond.
No. 54.....	Marietta and Dalton to take on revenue passengers for Nashville and beyond; Cartersville to take on revenue passengers to points beyond Evansville, also to take on pullman passengers to Louisville and beyond.
No. 93.....	Dalton and Marietta to discharge revenue passengers from Nashville or points beyond; Cartersville to discharge revenue passengers from points beyond Evansville, also to discharge pullman passengers from Louisville and beyond.

**SPEED RESTRICTIONS**

**MAXIMUM AUTHORIZED SPEEDS:**

**LOCATIONS**

Between	And	Pagr. Trains Miles Per Hour	Frt. & Mixed Trains Miles Per Hour
Mile 0.0, Central Ave...	Mile 0.95, Simpson St...	15	15
Mile 0.95, Simpson St...	Mile 4.65, Tilford.....	30	30
Mile 4.65, Tilford.....	Mile 36.4, Pole 36-15....	45	40
Mile 36.4, Pole 36-15....	South End, East End Avenue Interlocking..	60	50

**EXCEPTIONS:**

L&N Scale Test Cars, Series 41500 to 41504, and NC Scale Test Car 90160, are restricted to a maximum speed of thirty-five (35) Miles Per Hour, and such equipment will only be handled in Local Trains next to caboose.

Trains handling wreckers, locomotive cranes, pile drivers, Jordan Spreader and/or air dump cars, or similar equipment, 30 miles per hour. When Jordan Spreader is handled in a train, it must be placed with the forward end toward engine.

Diesel Engines when the leading end of the leading unit is not equipped with a pilot, 30 miles per hour.

When a train is to handle equipment of the type restricted to speed less than the maximum speed at any location in the territory over which the train is to operate, it is the responsibility of the conductor to notify the engineman before leaving point from which such equipment is to be handled. If such equipment is set out before reaching end of run, engineman must be notified.

Movements on sidings must be made at Restricted Speed, but not exceeding 15 miles per hour.

Unless otherwise provided, movements through crossovers and turnouts must not exceed 15 miles per hour.

Between Cravens Interlocking and East End Avenue Interlocking, movements must be made at speed that will permit stopping within one-half the range of vision, but not exceeding 20-miles per hour.

At East End Avenue, trains must not exceed 15 miles per hour within interlocking limits.

On Bridge 128.4 S, Tyner Extension, trains handling wrecking cranes of 150 ton capacity or larger must not exceed 10 miles per hour and must have at least 3 empty or lightly loaded cars between wrecker and engine, and other trains must not exceed 15 miles per hour.

At Dalton, trains must not exceed 18 miles per hour over Southern Railway Crossing at grade.

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

Between Simpson Street and Central Ave., Atlanta, movements must be made at speed that will permit stopping within one-half the range of vision, but not exceeding 15 miles per hour, expecting to find crossovers occupied and main track switches not set to normal position.

At Howell Tower, Atlanta, trains must not exceed 20 miles per hour on railroad crossings at grade.

## SOUTHWARD—CHATTANOOGA AND ATLANTA

SECOND CLASS							FIRST CLASS					Distance From Louisville	TIME TABLE No. 7 Takes effect Sunday, April 28, 1963, at 12:01 A. M.		
45	55	21	7	43	51	95	93	17	3	195	Distance From Louisville		STATIONS		
Fast Freight	Fast Freight	Local Freight	Local Freight	Fast Freight	Fast Freight	Dixie Flyer	Georgian	Flamingo	Passenger	ACL Passenger			Distance From Louisville		
Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.					
						4.05			2.45		338.09	L	CHATTANOOGA	NE	
											338.37		0.28 MARKET ST.		
											339.21		0.84 EAST END AVENUE	E	
											342.85		3.64 BOYCE	E	
											348.83		5.98 CHICKAMAUGA	E	
											354.56		5.73 GRAYSVILLE	E	
											360.32		5.76 RINGGOLD	E	
											368.02		7.70 TUNNEL HILL	E	
													7.78		
											375.80		DALTON	E	
											384.58		8.78 TILTON	E	
											390.73		6.15 RESACA	E	
											396.53		5.80 CALHOUN	E	
											399.81		3.28 McDANIELS	E	
											406.06		6.25 ADAIRSVILLE	E	
											410.81		4.75 HALLS	E	
													4.92		
											415.73		KINGSTON	E	
											426.26		10.53 JUNTA	NE	
											426.77		0.51 CARTERSVILLE	E	
											430.70		3.93 EMERSON	E	
													6.76		
											437.46		ACWORTH	E	
											443.41		5.95 KENNESAW	E	
													6.98		
30											450.39		ELIZABETH	E	
											451.62		1.23 MARIETTA	E	
35											452.15		0.53 ROSEWOOD	E	
38													4.92		
50 <sup>95</sup>											457.07		SMYRNA	E	
											460.92		3.85 VININGS	E	
00											465.18		4.26 BOLTON	E	
10											467.10		1.92 TILFORD	NE	
30											469.06		2.69 HOWELL TOWER	E	
											471.75	A	1.96 ATLANTA	NCE	
M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
45	55	21	7	43	51	95	93	17	3	195					

## SOUTHWARD—CHATTANOOGA AND ATLANTA

SECOND CLASS							FIRST CLASS							Distance From Louisville	
5	45	55	21	7	43	51	95			93	17	3	195		
Local Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Fast Freight	Fast Freight	Dixie Flyer			Georgian	Flamingo	Passenger	ACL Passenger		
Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily			Daily	Daily	Daily	Daily		
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.			A. M.	A. M.	A. M.	A. M.		
							4.05			6.50		2.45		338.09	L
		12.15				1.30								338.37	
		12.17				1.35	4.15			6.59		2.57		339.21	
		12.22				1.49 <sup>2</sup>	4.20			7.03		3.02		342.85	
		12.30				1.58	4.27			7.10		f 3.10		348.83	
		12.38				2.05	4.34			7.17		f 3.21		354.56	
		12.46				2.13	4.41			7.24		s 3.31		360.32	
		12.55				2.23	4.50			7.33		f 3.41		368.02	
		1.17	6.00			2.33	s 5.00			7.42		s 3.56		375.80	
		1.28 <sup>50</sup>	6.15			2.44	5.10			7.51		f 4.06		384.58	
		1.36	6.30			2.51	5.19			7.58		f 4.15		390.73	
		1.43	6.55			2.58	s 5.25			8.04		s 4.23		396.53	
		1.47	7.05			3.02	5.30			8.08 <sup>20</sup>		f 4.31		399.81	
		1.55	7.20 <sup>20</sup>			3.09	5.38			8.15		s 4.43		406.06	
		2.02	7.30			3.15	5.44			8.20		f 4.50		410.81	
		2.09	8.00			3.21	5.50			8.25		s 4.56		415.73	
	5.15	2.24	8.22 <sup>93</sup>	9.00	6.18	3.34	6.02			8.37	6.45	5.08		426.26	
	5.20	2.27	8.30	9.05	6.23	3.36	s 6.05			8.38	6.46	s 5.13		426.77	
	5.28	2.34	8.45	9.20	6.36	3.42	6.10			8.42	6.50	f 5.18 <sup>20</sup>		430.70	
	5.41	2.47	<sup>94</sup> 9.39 <sup>7</sup>	<sup>21</sup> 9.39 <sup>94</sup>	6.58 <sup>17</sup>	3.55	6.20			8.50	6.58 <sup>43</sup>	s 5.28		437.46	
	5.51	3.02	10.00	9.55	7.13	4.10 <sup>20</sup>	6.30 <sup>54</sup>			8.58	7.06	s 5.36		443.41	
6.30	6.21 <sup>54</sup>	3.16	10.20	10.15	7.27 <sup>8</sup>	4.24	6.39			9.08	7.15 <sup>8</sup>	5.45		450.39	
6.35	6.29	3.19	10.30	10.18	7.30	4.27	s 6.41			9.10	7.17	s 5.50		451.62	
6.38	6.31	3.21	10.40	10.20	7.33	4.29	6.43			9.11 <sup>94</sup>	7.18	5.52		452.15	
6.50 <sup>95</sup>	6.45	3.29	11.01 <sup>42</sup>	10.28	7.41	4.37	6.50 <sup>5</sup>			9.18	7.25	f 6.00		457.07	
7.00	6.56 <sup>95</sup>	3.35	11.16 <sup>50</sup>	10.35	7.47	4.43	6.56 <sup>45</sup>			9.24	7.31	f 6.06		460.92	
7.10	7.05	3.45	11.30	10.43	7.55	4.53	7.02			9.30	7.37	6.12		465.18	
7.30	8.00	4.15	11.45	10.45	8.10	5.00								467.10	
													6.00	469.06	
							7.35			9.45	8.00	6.40	6.30	471.75	A
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.			A. M.	A. M.	A. M.	A. M.		
Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily			Daily	Daily	Daily	Daily		
5	45	55	21	7	43	51	95			93	17	3	195		

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

## ATLANTA AND CHATTANOOGA—NORTHWARD

TIME TABLE No. 7 Takes effect Sunday, April 28, 1963, at 12:01 A. M.		Car Capacity of Slidings based on 44 feet per car.	FIRST CLASS					SECOND CLASS						
			94		54	18	194	2	6	8	20		42	
			Dixie Flyer		Georgian	Flamingo	ACL Passenger	Passenger	Local Freight	Local Freight	Local Freight		Fast Freight	
			Daily A. M.		Daily P. M.	Daily P. M.	Daily P. M.	Daily A. M.	Daily ex. Sunday A. M.	Daily ex. Sunday A. M.	Daily ex. Sunday A. M.		Daily P. M.	
STATIONS														
A	CHATTANOOGA	NE	YARD	11.59		8.43								
	0.28 MARKET ST.		YARD											
	0.84 EAST END AVENUE	E		11.37		8.30								
	3.64 BOYCE	E	93	11.33		8.26								
	5.98 CHICKAMAUGA	E		11.26		8.19								
	5.73 GRAYSVILLE	E	147	11.20		8.12								
	5.76 RINGGOLD	E		11.13		8.05								
	7.70 TUNNEL HILL	E	146	11.04		7.57								
	7.78 DALTON	E	S94 N51	s10.55		7.47						9.15		
	8.78 TILTON	E	72	10.45		7.37						9.00		
	6.15 RESACA	E	214	10.38		7.30						8.45		
	5.80 CALHOUN	E		s10.30		7.24						8.30		
	3.28 McDANIELS	E	87	10.25		7.20						8.08 <sup>93</sup>		
	6.25 ADAIRSVILLE	E	70	10.18		7.13						7.20 <sup>21</sup>		
	4.75 HALLS	E	81	10.13		7.08						6.40		
	4.92 KINGSTON	E	136	10.07		7.03						6.00		
	10.53 JUNTA	NE	89	9.55		6.51	8.25				8.11	5.29	12.05	
	0.51 CARTERSVILLE	E		s 9.52		6.50	8.21				8.08	5.25	12.01	
	3.93 EMERSON	E	96	9.47		6.46	8.16				8.02	5.18 <sup>3</sup>	11.54	
	6.76 ACWORTH	E	S58 N78	<sup>21</sup> 9.39 <sup>7</sup>		6.38	8.08				7.52	4.30	11.43	
	5.95 KENNESAW	E	135	9.29		6.30 <sup>95</sup>	8.00				7.39	4.10 <sup>51</sup>	11.30	
	6.98 ELIZABETH	E	S77 N85	9.18		6.21 <sup>45</sup>	7.51			10.40	3.30	7.27 <sup>17</sup> 7.15 <sup>43</sup>	3.45	11.18
	1.23 MARIETTA	E		s 9.15		6.19	7.49			s10.38	3.25	7.00	3.20	11.10
	0.53 ROSEWOOD	E	70	9.11 <sup>93</sup>		6.18	7.48			10.34	3.20	6.56	3.15	11.09
	4.92 SMYRNA	E	S84 N87	9.03		6.11	7.41			f10.27	3.10	6.46	3.00	11.01 <sup>21</sup>
	3.85 VININGS	E	68	8.55		6.05	7.35			f10.20	2.55	6.35	2.45	10.55
	4.26 BOLTON	E		8.49		5.59	7.29			f10.14	2.40	6.20	2.20	10.48
	1.92 TILFORD	NE	YARD								2.30	6.15	2.15	10.45
	2.69 HOWELL TOWER							9.38						
L	ATLANTA	NCE	YARD	8.35		5.45	7.15	9.30	10.00					
				A. M.		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		A. M.
				Daily		Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		Daily
				94		54	18	194	2	6	8	20		42

## ATLANTA AND CHATTANOOGA—NORTHWARD

Car Capacity of Sidings based on 44 feet per car.	FIRST CLASS						SECOND CLASS							
	94		54	18	194	2	6	8	20		42	50	52	44
	Dixie Flyer		Georgian	Flamingo	ACL Passenger	Passenger	Local Freight	Local Freight	Local Freight		Fast Freight	Fast Freight	Fast Freight	Fast Freight
	Daily		Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		Daily	Daily	Daily	Daily
A. M.		P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	A. M.	
YARD	11.59		8.43			2.20								
YARD											2.30	11.45		
	11.37		8.30			1.55					2.26	11.43		
93	11.33		8.26			1.49 <sup>51</sup>					2.21	11.38		
	11.26		8.19			f 1.43					2.13	11.30		
147	11.20		8.12			f 1.33					2.06	11.21		
	11.13		8.05			s 1.23					1.59	11.13		
146	11.04		7.57			f 1.06					1.49	11.01		
S94 N51	s10.55		7.47			s12.45			9.15		1.39	10.50		
72	10.45		7.37			f12.16			9.00		1.28 <sup>55</sup>	10.37		
214	10.38		7.30			f12.08			8.45		1.20	10.28		
	s10.30		7.24			s12.01			8.30		1.11	10.20		
87	10.25		7.20			f11.52			8.08 <sup>93</sup>		1.06	10.15		
70	10.18		7.13			s11.45			7.20 <sup>21</sup>		12.57	10.07		
81	10.13		7.08			f11.36			6.40		12.49	10.00		
136	10.07		7.03			s11.30			6.00		12.40	9.53		
89	9.55		6.51	8.25		11.18		8.11	5.29	12.05	12.25	9.38	1.00	
	s 9.52		6.50	8.21		s11.16		8.08	5.25	12.01	12.22	9.35	12.56	
96	9.47		6.46	8.16		f11.06		8.02	5.18 <sup>3</sup>	11.54	12.15	9.29	12.51	
S58 N78	<sup>21</sup> 9.39 <sup>7</sup>		6.38	8.08		s10.58		7.52	4.30	11.43	12.05	9.15	12.41	
135	9.29		6.30 <sup>95</sup>	8.00		f10.49		7.39	4.10 <sup>51</sup>	11.30	11.50	9.05	12.31	
S77 N85	9.18		6.21 <sup>45</sup>	7.51		10.40	3.30	7.27 <sup>17</sup> 7.15 <sup>43</sup>	3.45	11.18	11.37	8.55	12.19	
	s 9.15		6.19	7.49		s10.38	3.25	7.00	3.20	11.10	11.33	8.51	12.16	
70	9.11 <sup>93</sup>		6.18	7.48		10.34	3.20	6.56	3.15	11.09	11.30	8.48	12.14	
S84 N87	9.03		6.11	7.41		f10.27	3.10	6.46	3.00	11.01 <sup>21</sup>	11.22	8.41	12.06	
68	8.55		6.05	7.35		f10.20	2.55	6.35	2.45	10.55	11.16 <sup>21</sup>	8.30	11.58	
	8.49		5.59	7.29		f10.14	2.40	6.20	2.20	10.48	11.08	8.20	11.49	
YARD							2.30	6.15	2.15	10.45	11.05	8.15	11.45	
					9.38									
YARD	8.35		5.45	7.15	9.30	10.00								
	A. M.		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		A. M.	A. M.	P. M.	P. M.
	Daily		Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		Daily	Daily	Daily	Daily
	94		54	18	194	2	6	8	20		42	50	52	44

**MAXIMUM SPEEDS ON MARKED CURVES**

LOCATION		Psg. Trains	Frt. or Mixed Trains
Between	And	Miles Per Hour	
Pole 22-23	Pole 22-27.....	40	35
" 45-27	" 46-4.....	55	45
" 47-1	" 47-8.....	55	45
" 49-5	" 49-16.....	55	45
" 49-16	" 49-24.....	55	45
" 56-15	" 56-25.....	50	40
" 97-6	M.P. 98.0.....	55	45
" 98-31	M.P. 99.0.....	18	18
" 99-15	Pole 99-22.....	18	18
" 100-30	" 101-13.....	55	45
" 105-25	" 106-7.....	50	40
" 107-17	" 107-25.....	50	40
" 112-32	" 113-14.....	50	40
" 113-14	" 113-27.....	50	40
" 117-29	" 118-16.....	50	40
" 118-17	" 118-25.....	50	40
" 118-25	" 118-30.....	50	40
" 122-30	" 123-11.....	50	40
" 123-22	" 124-3.....	50	40
" 124-5	" 124-21.....	50	40
" 128-31	" 129-14.....	55	40
" 129-21	" 130-6.....	50	40

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

Chattanooga.....8 miles per hour over Main Street, Thirteenth Street, Broad Street, Market Street and King Street. After the front of train has cleared the crossings named, the speed may be increased to not exceed 20 miles per hour.  
 Dalton.....20 miles per hour except trains should move under control over street crossings at grade.  
 Calhoun.....25 miles per hour.  
 Adairsville.....25 miles per hour.  
 Kingston.....20 miles per hour.  
 Cartersville.....15 miles per hour.  
 Acworth.....25 miles per hour.  
 Marietta.....25 miles per hour.  
 Smyrna.....25 miles per hour.  
 Atlanta.....25 miles per hour.

**FREIGHT TONNAGE RATINGS**

		Through	
		Southward	Northward
Engine Class		Engine Class	
F	.....per unit	1700	F .....per unit 1675
FP	.....per unit	1850	FP .....per unit 1850
GP-7	.....per unit	1850	GP-7 .....per unit 1850
GP-30	.....per unit	1700	GP-30 .....per unit 1700

GP-30 tonnage rating for fast freight.

**Intermediate**

		Intermediate					
		Southward				Northward	
Engine Class		Wauhatchie Yard to Kingston	Kingston to Junta	Junta to Telford	Telford to Junta	Junta to Spur	Spur to Wauhatchie
F	.....per unit	2150	2450	1700	1675	2100	3350
FP	.....per unit	2350	2650	1850	1850	2275	3650
GP-7	.....per unit	2350	2650	1850	1850	2275	3650
GP-30	.....per unit	2600	3000	2200	2200	2500	4000

A variation of 35 tons is permissible in loading trains handled by one or more engines.

**WATER STATIONS**

For Diesel Steam Generators, Locomotive Cranes, Wreckers, etc.  
 Kingston: East side of depot under freight room door. Hose will not reach main track.  
 Dalton: Just south of passenger depot west side of main track.

**WESTERN AND ATLANTIC DIVISION**

**V. W. AYERS,**  
 Trainmaster,  
 Atlanta, Ga.

**N. R. McDOWELL,**  
 Chief Dispatcher,  
 Atlanta, Ga.

**G. J. BLACK,**  
 Assistant Trainmaster,  
 Atlanta, Ga.

**W. E. GILSTRAP,**  
 Assistant Trainmaster,  
 Atlanta, Ga.

**LIST OF SURGEONS**  
 DISTRICT SURGEON

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

**LOCAL SURGEONS**

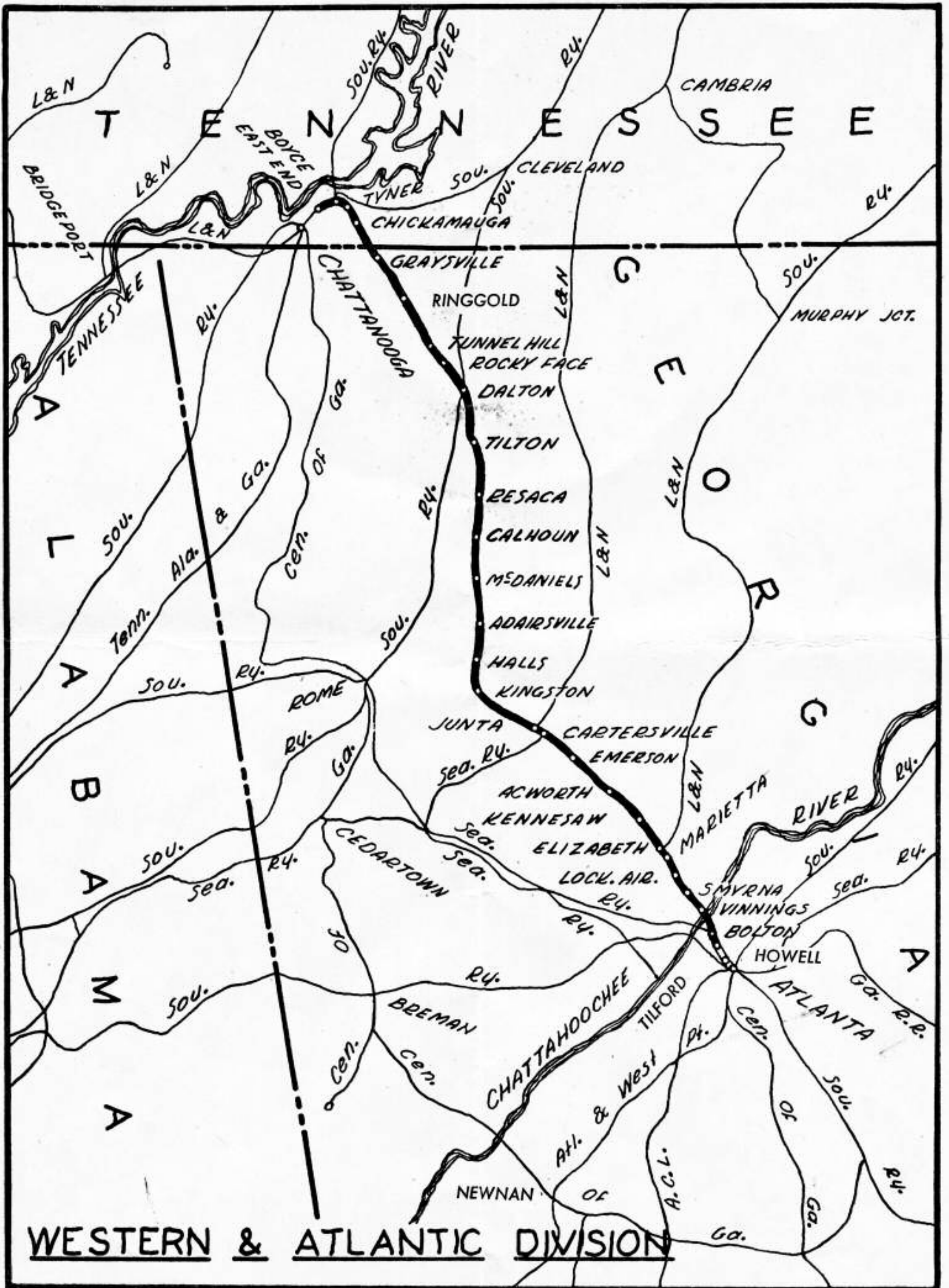
Dr. W. P. Leonard, Atlanta, Ga.	Dr. H. Harlan Stone, Atlanta, Ga.	Dr. R. M. Harbin, Jr., Rome, Ga.	Dr. C. W. Stephenson, Ringgold, Ga.	Dr. Cecil E. Newell, Chattanooga, Tenn.
Dr. L. H. McDonald, Atlanta, Ga.	Dr. W. H. Perkinson, Marietta, Ga.	Dr. W. D. Hall, Calhoun, Ga.	Dr. E. T. Newell, Sr., Chattanooga, Tenn.	Dr. J. Marsh Frere, Chattanooga, Tenn.
Dr. Garland D. Perdue, Atlanta, Ga.	Dr. W. B. Dillard, Jr., Cartersville, Ga.	Dr. Trammel Starr, Dalton, Ga.	Dr. E. T. Newell, Jr., Chattanooga, Tenn.	

**OCULISTS**

Dr. W. T. Edwards,  
 Atlanta, Ga.

Hogshead-Alper Hospital,  
 Chattanooga, Tenn.





**WESTERN & ATLANTIC DIVISION**