

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

**CHATTANOOGA
TERMINAL**

JOINT TIME TABLE No.

39

Effective 6:00 P. M. (Central Time)

SUNDAY, APRIL 20, 1941

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CLARK HUNGERFORD - - - - - General Manager
L. M. TRIPPLETTE - - General Superintendent Transportation
J. G. WOODALL - - - - - Superintendent

BETWEEN CHATTANOOGA AND OOLTEWAH—NORTHBOUND

Capacity of Tracks in Cars	Siding	Other Tracks	Station Nos.	Miles from Chattanooga	TIME TABLE No. 39		FIRST CLASS						
					EFFECTIVE APRIL 20, 1941		117	204	141		232	202	125
STATIONS					Knox. No. 17	Atla. No. 4	Knox. No. 41		Atla. No. 32	Atla. No. 2	Knox. No. 25		
			Ar.		A. M.	A. M.	P. M.		P. M.	P. M.	P. M.		
	242A		CHATTANOOGA N (Terminal Station)		8 00	11 55	4 35	.....	6 10	10 00	11 00	.....
	240A	2.1	W. ... CITICO ... N		7 45	11 42	4 22	.....	5 58	9 47	10 47	.....
	8 238A	4.0	E. CHATTANOOGA		.....	.....	.....	.....	f 5 54	.....	.....	.....
	237A	4.5	MISSION RIDGETUN...		7 41	11 38	4 18	.....	5 53	9 43	10 43	.....
11	5 235A	7.1	..... JERSEY		7 37	11 35	4 15	.....	f 5 48	9 40	10 40	.....
	8 232A	9.5	..... TYNER .....		.....	.....	.....	.....	f 5 44	.....	.....	.....
	3 229A	12.0	..... SUMMIT .....		.....	.....	.....	.....	f 5 40	.....	.....	.....
	227A	15.0	W. OOLTEWAH .N (E. End Double Track)		7 26	s 11 25	s 4 05	.....	s 5 35	9 30	10 30	.....
			Lv.		A. M.	A. M.	P. M.		P. M.	P. M.	P. M.		
					Daily 117	Daily 204	Daily 141		Daily 232	Daily 202	Daily 125		

BETWEEN CHATTANOOGA AND OOLTEWAH—SOUTHBOUND

Capacity of Tracks in Cars	Siding	Other Tracks	Station Nos.	Miles from Chattanooga	TIME TABLE No. 39		FIRST CLASS						
					EFFECTIVE APRIL 20, 1941		231	201	126		142	203	118
STATIONS					Atla. No. 31	Atla. No. 1	Knox. No. 26		Knox. No. 42	Atla. No. 3	Knox. No. 18		
			Lv.		A. M.	A. M.	A. M.		A. M.	P. M.	P. M.		
	242A		CHATTANOOGA N (Terminal Station)		3 20	6 00	6 10	.....	11 20	4 10	6 30	.....
	240A	2.1	W. ... CITICO ... N		3 25	6 05	6 15	.....	11 25	4 15	6 35	.....
	8 238A	4.0	E. CHATTANOOGA		f 3 28	.....	.....	.....	.....	.....	.....	.....
	237A	4.5	MISSION RIDGETUN...		3 29	6 09	6 20	.....	11 29	4 19	6 39	.....
110	5 235A	7.1	..... JERSEY		f 3 33	6 13	6 24	.....	11 33	4 22	6 43	.....
	8 232A	9.5	..... TYNER		f 3 37	.....	.....	.....	.....	.....	.....	.....
	3 229A	12.0	..... SUMMIT		f 3 41	.....	.....	.....	.....	.....	.....	.....
70	10 227A	15.0	W. OOLTEWAH .N (E. End Double Track)		f 3 45	6 25	6 37	.....	s 11 45	s 4 33	6 55	.....
			Ar.		A. M.	A. M.	A. M.		A. M.	P. M.	P. M.		
			(Chat. Term.)		Daily 231	Daily 201	Daily 126		Daily 142	Daily 203	Daily 118		

BETWEEN CITICO, CHATTANOOGA AND WAUHATCHIE—NORTHBOUND

TIME TABLE No. 39		FIRST CLASS												
Miles from Chattanooga	EFFECTIVE APRIL 20, 1941	426	408	8	342	4		320	504	436	318	344	2	44
		Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily
STATIONS		Mphs. No. 26	Mphs. No. 8	C. N. O. No. 8	A. G. S. No. 42	C. N. O. No. 4		A. G. S. No. 20	C. Ga. No. 1	Mphs. No. 36	A. G. S. No. 18	A. G. S. No. 44	C. N. O. No. 2	C. N. O. No. 44
	Ar.	A. M.	A. M.	A. M.	A. M.	P. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.1	W..... CITICO	10 00		12 06									10 15	10 20
0.7	1.4 EAST END AVENUE N 0.7													
0.0	... CHATTANOOGA N (Terminal Station)	5 55	9 45	9 55	11 00	12 01		5 50	5 55	6 00	6 25	10 05	10 10	10 15
1.0	1.0 MISSIONARY AVE.	5 39	9 33		10 50			5 40	5 39	5 47	6 16	9 52		
1.8	0.8 SHIPP YARD	5 38	9 32		10 49			5 39		5 46	6 15	9 51		
4.7	2.9 STEVENSON JCT.													
6.5	1.8 N. C. & ST. L. JCT. N 0.7	5 32	9 25		10 43			5 32		5 40	6 09	9 45		
7.2	... WAUHATCHIE				10 42			5 31			6 08	9 43		
	Lv.	A. M.	A. M.	A. M.	A. M.	P. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Daily 426	Daily 408	Daily 8	Daily 342	Daily 4		Daily 320	Daily 504	Daily 436	Daily 318	Daily 344	Daily 2	Daily 44

BETWEEN CITICO, CHATTANOOGA AND WAUHATCHIE—SOUTHBOUND

SPECIAL INSTRUCTIONS

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

1. The Special Instructions do not relieve employees from proper protection of the train according to Rule 99.

2. TRAIN REGISTERS (Rules 83, 222 and 1143)
Terminal Station. Citico Yard Office

3. STANDARD CLOCKS
Terminal Station, Citico Yard Office.

4. BULLETIN BOARDS AND SPECIAL ORDER BOOKS
(Rules 1142 and 1302)
Terminal Station, Citico Yard Office and Engine House.

5. DOUBLE TRACK (Rules 151 to 158)

Double track extends from:

Chattanooga to Coltewah (except Missionary Ridge Tunnel).

Citico to Terminal Station and Wauhatchie.

Trains or engines will run with the current of traffic by block signals whose indications will supersede time table authority, but inferior trains must not delay superior trains.

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

6. TRAIN MOVEMENTS (Rules 281 to 283, 262(a) and 663)
Between Citico Tower and Coltewah:

Trains and engines will run on single track through Missionary Ridge Tunnel by block signals whose indications will supersede time table superiority and will take the place of train orders. Signal No. 2369-A governing northbound movement and signal No. 2376-A governing southbound movement through the tunnel are controlled and operated by Operator-Leverman from Citico Tower. No proceed signal indication will be given for any movement other than for normal direction of traffic. When signal fails to indicate proceed in direction of traffic movement, communicate with Operator-Leverman at Citico Tower by telephone, located in booth on opposite side of track from signal, for authority to pass signal in accordance with Rule 663. In such cases, it must be known the facing point entrance to switch to double track is in proper position before proceeding over it.

Spring switches are located at end of double track at each end of Tunnel. Their normal position is set for entering double track. If necessary to stop train or engine on spring switch, hand throw lever must be thrown before slack is taken up in train or reverse movement is attempted. Reverse movement on double track between Missionary Ridge Tunnel and Citico Tower must be made only on authority from Operator-Leverman at Citico Tower, and in accordance with Rule 262(a).

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

Between Yard Limit board on CNO&TP and Citico Tower and between Citico Tower and Wauhatchie:

The movement of trains and engines, including yard engines, in reverse direction on double track on Chattanooga Terminal must be made only under proper protection according to Rule 99 or under instructions from the Superintendent of the Terminal or his representative who must first protect the movement by switchmen or other employees with flagmen's signals, located at the switches of the cross overs or other points between which the movements are to be made.

The flagmen's instructions to enginemen and trainmen must be respected.

7. Trains and engines of the Southern Railway will use the tracks of railroads or other divisions in accordance with their time tables, rules and regulations as follows:

Chattanooga Station Company—Between East End Avenue and Terminal Station and between Missionary Avenue and Terminal Station.

Belt Ry.—Between East End Avenue and Missionary Avenue.

8 COMPANY SURGEONS

Drs. Newell and Newell. Dr. E. C. Johnston.
Dr. J. Marsh Frere, Assistant. Dr. Willard Steele (Oculist).
Dr. Cecil E. Newell, Assistant.

9 HOSPITALS

Newell and Newell Sanitarium. Erlanger Hospital.
10. JUNCTIONS AND ENDS OF DOUBLE TRACK
(Rules 98 and 601 to 633)

Interlocking Crossings and Junctions. (Rules 601 to 633)

Coltewah, Tenn.	Knoxville Division.
Missionary Ridge Tunnel	Each end of tunnel.
Citico	Atlanta Div. Junct.
East End Ave.	W. & A. R. R.
East End Ave.	Belt Ry
East End Ave.	Terminal Station Junct on.
N. C. & St. L. Junction	N. C. & St. L. R. R. cross-over.
Wauhatchie	Double Track Junction

Not Interlocked. (Rule 98)

Trains or engines must approach following place under control properly to stop. If way is clear and switches properly set, they may proceed under control without stopping.

Missionary Ave.....C. of G. R. R. crossing, Terminal Station Junction.

11. BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

McCarty.....Mile 235.8A Bragg.....Mile 238.2A

12. There is an electric horn located in the towers at Citico and East End Ave., interlocking plants for purpose of Operator-Leverman to give signals to trains or engines in or approaching the plant, in case anything occurs which is liable to cause derailment or damage to interlocking plant. When this horn is sounded it will be the duty of all trains or engines in or approaching the plant to come to immediate stop and not proceed until they are given hand signal by the Operator-Leverman.

13. SPEED RESTRICTIONS. (Rules 108 and 1327)

Where not otherwise restricted, the maximum speed will be as follows:

Passenger trains hauled by passenger type steam locomotive, 70 miles per hour; hauled by Diesel-Electric locomotive, 80 miles per hour.

Freight trains hauled by Consolidation, Diesel-Electric or passenger type locomotive, 60 miles per hour; other locomotives 50 miles per hour.

Engines without cars will not exceed the above speeds.

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

Trains handling Steam Derricks, Ditching Machines, Pile Drivers, Steam Shovels and Revolving Cranes must not exceed twenty-five miles per hour.

Trains or engines must not exceed twenty miles per hour when moving through crossovers at Wauhatchie, Tenn. Memphis Division westbound trains or engines must not exceed thirty miles per hour through turnout at Wauhatchie, Tenn.

Trains and engines will not exceed a speed of twenty (20) miles per hour through Interlocking Plant East End Avenue and Interlocking Plant Citico Junction.

14. ADDITIONAL SPEED RESTRICTIONS.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of fifteen miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of fifteen miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of twenty-five miles per hour.

An engine in tow must be when practicable handled next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

CORPORATE LIMITS OF CHATTANOOGA

Over Broad Street, Market Street, Main Street, King Street, Cowart Street, Thirteenth Street, and Rossville Avenue, eight miles per hour.

Note—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 per hour.

Other Streets. No speed restrictions by City Ordinances.

SOUTHERN RAILWAY TELEPHONE PRIVATE BRANCH EXCHANGE 6-5131.

Yard Office.....	Line 25 or 54	A. G. S. City Yard....	Line 43
Engine Crew Caller.....	Line 46	Southern City Yard....	Line 44
Train Crew Caller.....	Line 25	Carload Bill Clerks....	Line 30
Caller, Terminal Station	Line 12	Shipp Yard Office....	Line 68
Car Records.....	Line 28		

From Company Telephones:

For City telephone connections. Dial 9

For P.B.X. Operator....Dial 0

(Chat. Term.)