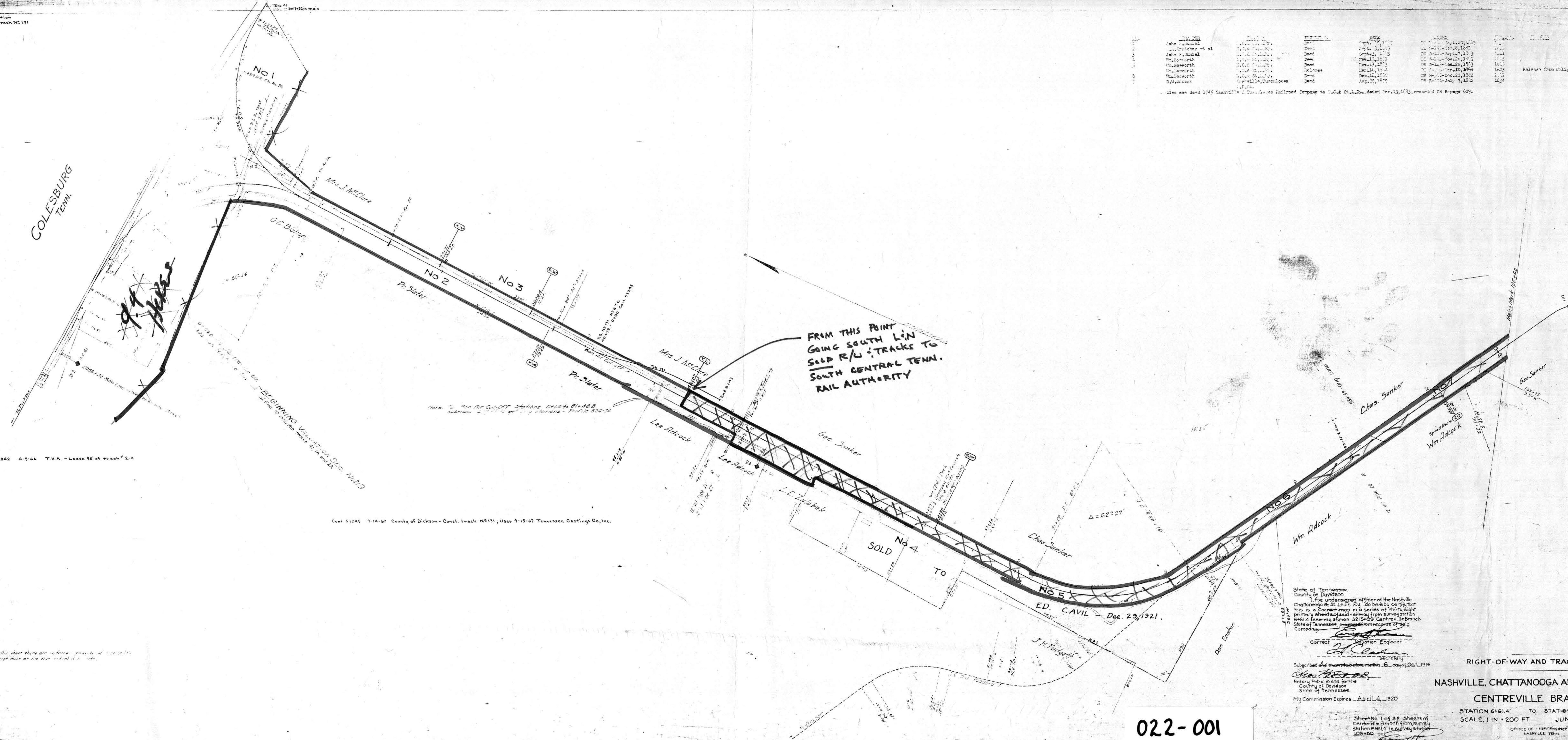


Name	Rank	Date	Remarks
John F. Smith	Chief Engineer	1916	
John F. Smith	Chief Engineer	1917	
John F. Smith	Chief Engineer	1918	
John F. Smith	Chief Engineer	1919	
John F. Smith	Chief Engineer	1920	
John F. Smith	Chief Engineer	1921	
John F. Smith	Chief Engineer	1922	
John F. Smith	Chief Engineer	1923	
John F. Smith	Chief Engineer	1924	
John F. Smith	Chief Engineer	1925	
John F. Smith	Chief Engineer	1926	
John F. Smith	Chief Engineer	1927	
John F. Smith	Chief Engineer	1928	
John F. Smith	Chief Engineer	1929	
John F. Smith	Chief Engineer	1930	
John F. Smith	Chief Engineer	1931	
John F. Smith	Chief Engineer	1932	
John F. Smith	Chief Engineer	1933	
John F. Smith	Chief Engineer	1934	
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John F. Smith	Chief Engineer	1940	
John F. Smith	Chief Engineer	1941	
John F. Smith	Chief Engineer	1942	
John F. Smith	Chief Engineer	1943	
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John F. Smith	Chief Engineer	1994	
John F. Smith	Chief Engineer	1995	
John F. Smith	Chief Engineer	1996	
John F. Smith	Chief Engineer	1997	
John F. Smith	Chief Engineer	1998	
John F. Smith	Chief Engineer	1999	
John F. Smith	Chief Engineer	2000	



FROM THIS POINT
GOING SOUTH L IN
SOLD R/U TRACKS TO
SOUTH CENTRAL TENN.
RAIL AUTHORITY

State of Tennessee,
County of Davidson
I, the undersigned officer of the Nashville
Chattanooga & St. Louis Ry. do hereby certify that
this is a correct map in a series of thirty-eight
primary sheets of said railway from survey station
614.4 to survey station 105+60 Centerville Branch,
State of Tennessee, prepared from records of said
Company.
Correct
Valuation Engineer
ED. CAVIL
Subscribed and sworn to before me this 6th day of Oct. 1916
Notary Public in and for the
County of Davidson
State of Tennessee
My Commission Expires April 4, 1920

RIGHT-OF-WAY AND TRACK MAP
NASHVILLE, CHATTANOOGA AND ST. LOUIS RY.
CENTREVILLE BRANCH
STATION 614.4 TO STATION 105+60
SCALE, 1 IN = 200 FT JUNE 30, 1916
OFFICE OF CHIEF ENGINEER
NASHVILLE, TENN.

022-001

Sheet No. 1 of 38 sheets of
Centerville Branch from survey
station 614.4 to survey station
105+60
Valuation Engineer

M.P. 20 7/40

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