



*Knoxville - Bristol
 Knoxville - Chattanooga
 Sheffield - Memphis
 Harriman - Knoxville - Asheville*

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

Tennessee Division

TIMETABLE No.

91

Effective 1:01 A.M. Eastern Standard Time

SUNDAY, FEBRUARY 1, 1970

Central Standard Time will govern between Chattanooga and Memphis.

Eastern Standard Time will govern between all other Stations.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. H. HALL.....General Manager
E. B. BURWELL.....Superintendent
W. L. HOFMANN.....Assistant Superintendent
R. L. MACKLEY.....Assistant Superintendent
W. R. TRUETT.....Assistant Superintendent

Miles from Bristol	Station Nos.	TIMETABLE NO. 91 Effective February 1, 1970 STATIONS	FIRST CLASS				SECOND CLASS			
			17 Daily		223 Daily		165 Daily	159 Daily	163 Daily	185 Daily
0.0	0 A	YXOB..... BRISTOL..... Lv. PN	A.M. 12 55		P.M.		A.M.	A.M.	A.M.	P.M.
11.2	11 A	11.2 BLUFF CITY..... PD	1 12				4 15 ¹⁸⁶			4 25
15.5	16 A	4.3 PINEY FLATS SIDING..... P	1 18				4 40			4 38
23.8	24 A	8.3 B..... CARNEGIE..... P	1 28				4 50			4 47
24.1		0.3 JOHNSON CITY E. SIDING. P	1 29 ¹⁸⁶				5 13			5 05
24.8	25 A	0.7 X..... JOHNSON CITY..... PNC	1 30 1 40				5 21			5 10
25.8		1.0 Y..... JOHNSON CITY W. SIDING. P	1 42					5 36 ¹⁸		5 23
33.1	33 A	7.3 JONESBORO..... PD	1 57				6 04			5 47
38.0	38 A	4.9 TELFORD..... P	2 04				6 18			6 01
50.5	50 A	12.5 AFTON..... P	2 22				6 43			6 28
56.6		6.1 GREENEVILLE SIDING..... P	2 30				6 54			6 40
56.7	57 A	0.1 X..... GREENEVILLE..... PN	2 34							
63.5	63 A	6.8 RADER..... P	2 44				7 03			6 50
71.4	71 A	7.9 MOHAWK..... P	2 57				7 17			7 05
75.7	76 A	4.3 BULLS GAP..... PNC	3 01				7 26			7 15
76.0		0.3 XYO..... BULLS GAP SIDING..... P	3 07				7 40			7 30
82.6	83 A	6.6 RUSSELLVILLE..... P	3 15				8 00			7 50
89.1		6.5 Y..... EAST END TWO TRACKS... P	3 24		P.M.		A.M.	8 15	A.M.	8 05
91.4	91 A	2.3 X..... NEW LINE..... P	3 27		10 10 ¹⁶²		12 55	8 22 ¹⁶⁴	9 45	8 12
92.4	92 A	1.0 MORRISTOWN..... PN	3 30		10 13					
100.0	100 A	7.6 KEISTER..... P	3 40		10 24		1 10	8 37	10 00	8 36
101.8	102 A	1.8 JEFFERSON CITY..... P	3 41 ¹⁸		10 28 ¹⁸⁶		1 15	8 42	10 05	8 42
111.4	111 A	9.6 HODGES..... P	3 53		10 40		1 30	9 00	10 20 ¹⁵⁸	8 55
114.2	114 A	2.8 STRAWBERRY PLAINS..... P	3 57		10 44					
116.9	117 A	2.7 X..... MASCOT..... PD	4 01		10 48		1 40	9 10	10 30	9 00
121.6	123 A	4.7 EAST END SEVIER YARD..... P (West End Two Tracks)	4 07		11 00		3 30 ¹⁸	10 15 ¹⁵⁸	11 30	10 15 ¹⁸⁶
125.0	123 A	3.4 XYOB..... WEST END SEVIER YARD..... P (East End Two Tracks)	4 12		P.M.		A.M.	A.M.	A.M.	P.M.
130.7	131 A	5.7 KNOXVILLE..... PN	4 30							
		Ar.	A.M.		P.M.		A.M.	A.M.	A.M.	P.M.
			Daily 17		Daily 223		Daily 165	Daily 159	Daily 163	Daily 185

KNOXVILLE—BRISTOL—EASTBOUND

(Eastern Standard Time)

TENNESSEE 3

Capacity of Tracks in Cars		TIMETABLE NO. 91 Effective February 1, 1970		FIRST CLASS					SECOND CLASS				
Siding	Other			STATIONS	18 Daily		224 Daily			164 Daily	158 Daily	136 Daily	162 Daily	186 Daily
			Ar.	A.M.		P.M.		A.M.	P.M.	P.M.	P.M.	A.M.	
	Yd.	XYOB	BRISTOL	6 40					3 30			3 45 ¹⁵⁹	
53	60		BLUFF CITY	6 11					2 43			2 22	
77			PINEY FLATS SIDING	6 05					2 30			2 08	
250		B	CARNEGIE	5 50					1 40			1 42	
44			JOHNSON CITY E. SIDING	5 46					1 35			1 29 ¹⁷	
		X	JOHNSON CITY	5 45									
			JOHNSON CITY	5 40									
89		Y	JOHNSON CITY W. SDG.	5 36 ¹⁵⁹					1 25			1 25	
75	37		JONESBORO	5 25					1 10			1 10	
86	22		TELFORD	5 18					1 00			1 00	
92	20		AFTON	5 02					12 40			12 40	
69			GREENEVILLE SIDING	4 54					12 31			12 30	
230		X	GREENEVILLE	4 52									
95			RADER	4 41					12 02 ^{PM}			12 02 ^{AM}	
95	11		MOHAWK	4 29					11 52			11 50	
40	Yd.		BULLS GAP	4 23					11 40			11 40	
150		XYO	BULLS GAP SIDING	4 22					11 30			11 30	
121	6		RUSSELLVILLE	4 10					11 10			11 10	
		Y	E. END TWO TRACKS	4 01		P.M.		A.M.	10 50	P.M.	P.M.	10 50	
		X	NEW LINE	3 55		7 15		8 29 ¹⁵⁹	10 45	2 55	10 35 ²²³	10 45	
275			MORRISTOWN	3 54		7 09							
46			KEISTER	3 42		7 00		8 19	10 35	2 35	10 25	10 35	
40			JEFFERSON CITY	3 40 ¹⁷		6 57		8 15	10 30	2 30	10 15	10 30 ²²³	
70			HODGES	3 29		6 44		7 55	10 10 ¹⁶³	2 00	9 55	10 10	
22			STRAWBERRY PLAINS	3 25		6 41							
280	X		MASCOT	3 21		6 37		7 47	10 00	1 50	9 45	10 00	
Yd.			EAST END SEVIER YARD (West End Two Tracks)	3 16 ¹⁶⁵		6 30		7 35	9 45 ¹⁵⁹	1 35	9 30 ¹⁸⁶	9 45 ¹⁸⁵ ₁₆₂	
Yd.		XYOB	WEST END SEVIER YARD (East End Two Tracks)	3 10		P.M.		A.M.	A.M.	P.M.	P.M.	P.M.	
Yd.			KNOXVILLE	3 00		P.M.		A.M.	A.M.	P.M.	P.M.	P.M.	
			Lv.	A.M.		P.M.		A.M.	A.M.	P.M.	P.M.	P.M.	
				Daily 18		Daily 224		Daily 164	Daily 158	Daily 136	Daily 162	Daily 186	

WESTBOUND				Miles from Salisbury	Station Nos.	TIMETABLE NO. 91 Effective February 1, 1970	Capacity of Tracks in Cars	EASTBOUND						
SECOND CLASS		FIRST CLASS						Siding	Other	FIRST CLASS		SECOND CLASS		
165 Daily	163 Daily		223 Daily							224 Daily		164 Daily	136 Daily	162 Daily
P.M. 9 30	A.M. 6 30		P.M. 7 25	141.0	S141	Lv. TOB. ASHEVILLE PN X (E. End Two Tracks)		Yard	P.M. 11 59		P.M. 12 50 ^{PM}	P.M. 8 15	A.M. 2 45	
9 37	6 37		7 30	142.3	S142	1.3 MURPHY JCT. P			10 39		11 32	6 58	1 50	
9 45	6 45		7 37	145.9	S146	3.6 CRAGGY P (West End Two Tracks)		12	10 33		11 24	6 50	1 40	
10 11 ²²⁴	7 10		7 57	157.9	S158	12.0 VOLGA P	205		10 11 ¹⁶⁵		10 54	6 10	1 09	
			8 07	163.3	S163	5.4 MARSHALL PN		24	10 02					
10 35	7 30		8 17	167.3	S167	4.0 NOCONA P	205	1	9 55		10 32	5 30	12 46	
10 58	7 58		8 37	179.1	S179	11.8 HOT SPRINGS PD		21	9 33		10 07	4 39	12 22	
11 00	8 00		8 39	180.2	S180	1.1 HOT SPRINGS SDG. P	250		9 31		10 05	4 37	12 20 ^{AM}	
11 25	8 24		9 08 ²²⁴	194.8	S195	14.6 DEL RIO PNC	143	16	9 08 ²²³		9 40	4 12	11 56	
11 43 ¹⁶²	8 35		9 19	201.9	S202	7.1 BRIDGEPORT P	200	18	8 55		9 27	4 01	11 43 ¹⁶⁵	
			9 27	206.4	S206	4.5 NEWPORT PD		52	8 45					
12 01 ^{AM}	8 47		9 30	207.8	S208	1.4 YALU P		139	8 42		9 09	3 40	11 30	
12 12	8 58 ¹⁶⁴		9 40	214.8	S215	7.0 LEADVALE PN	208	100	8 30 8 30 7 47		8 58 ¹⁶³	3 28	11 14	
12 15	9 01		9 43	216.5	S216	1.7 LEADVALE JCT. P			7 31 ²²⁸		8 54	3 25	11 11	
12 47	9 38		9 57	225.0	S225	8.5 ROE JCT. P		5	7 20		8 39	3 05	10 51	
12 55	9 45		10 10 ¹⁶²	228.0	91 A	3.0 NEW LINE P	50	95	7 15		8 29 ¹⁵⁹	2 55	10 35 ²²³	
A.M. Daily 165	A.M. Daily 163		P.M. Daily 223			Ar. Lv.			P.M. Daily 224		A.M. Daily 164	P.M. Daily 136	P.M. Daily 162	

BULLS GAP—LEADVALE JCT.

(Eastern Standard Time)

WESTBOUND			Miles from Bulls Gap	Station Nos.	TIMETABLE NO. 91 Effective February 1, 1970	Capacity of Tracks in Cars	EASTBOUND					
SECOND CLASS		FIRST CLASS					SECOND CLASS					
121 Daily	257 Daily						228 Daily	256 Daily	122 Daily			
	P.M. 10 30	A.M. 11 40 ¹²²	17.0	S216	Lv. LEADVALE JCT. P			P.M. 7 35 ²²⁴	A.M. 10 50	A.M. 11 20 ²⁵⁷		
		12 30 ^{PM}	10.0	10 BL	7.0 LOWLAND PD		80		8 50			
	10 50		9.0	9 BL	1.0 SUSONG P		48	7 18		10 50		
	11 30 P.M.	1 30 P.M.	0.0	76 A	9.0 XYO BULLS GAP PNC		Yard	7 00 P.M.	8 30 A.M.	10 30 A.M.		
	Daily 121	Daily 257			Ar. Lv.			Daily 228	Daily 256	Daily 122		

(Eastern Standard Time)

HARRIMAN JCT.—KNOXVILLE—SEVIER YARD

TENNESSEE 5

NORTHBOUND				Miles from Knoxville	Station Nos.	TIMETABLE NO. 91 Effective February 1, 1970 STATIONS	Capacity of Tracks in Cars		SOUTHBOUND			
SECOND CLASS		FIRST CLASS					Siding	Other	FIRST CLASS		SECOND CLASS	
128 Daily	126 Daily		226 Daily						225 Daily		127 Daily	125 Daily
P.M.	A.M.		P.M.	0.0	131 A	Lv. KNOXVILLE Ar. PN		Yard	P.M.		P.M.	A.M.
				0.3		0.3 K. & A. Y. JCT.						
				0.5		XYOB 0.2 SOUTH END TWO TRACKS						
				2.3	2 C	1.5 COSTER P (North End Two Tracks)		Yard				
P.M. 6 30	A.M. 6 30		P.M. 11 15	0.0	X	WEST END SEVIER YARD (South End Two Tracks)		Yard	P.M. 4 00		P.M. 4 15	A.M. 4 15
				3.8	4 CO	3.8 BEVERLEY BLOCK P (North End Two Tracks)						
7 05	6 45		11 30	2.3	2 C	4.0 COSTER P		Yard	3 25		1 30	2 07
				4.6	5 C	2.3 BLACK OAK P		56				
7 17	6 55		11 39	8.2	8 C	3.6 POWELL PD	104	10	3 15		1 15	1 57
7 30	7 05		11 48	13.4	13 C	5.2 HEISKELL P		48	3 05		1 00	1 42
7 38	7 10		11 53	15.6	16 C	2.2 CHESTNUT RIDGE P			3 01		12 55	1 32
7 48	7 18		12 01 ^{AM}	19.9	20 C	4.3 EAST SIDING P	116	160	2 53		12 45	1 22
7 50 ⁸⁶	7 20		12 03	20.9	21 C	1.0 CLINTON PN		Yard	2 51		12 40	1 20
8 10	7 32		12 11	24.6	25 D	3.7 LAUREL P	71	5	2 44		12 10 ^{PM}	1 13
8 27	7 50		12 26 ¹²⁵	33.6	34 D	9.0 POPLAR P	55	7	2 30		11 50	12 26 ²²⁶
8 32	7 55		12 30	35.6	36 D	2.0 OLIVER SPRINGS PD		15	2 26		11 41	12 22
				36.1		0.5 L. & N. JCT., TENN. P						
8 42	8 14		12 38	41.5	42 D	5.4 BLAIR PD	115	50	2 18		11 34	12 10
8 52	8 25		12 46	46.0	46 D	4.5 DE ARMOND P	51		2 10		11 27	12 02 ^{AM}
9 00	8 35		12 53	50.5	50 D	4.5 HARRIMAN PN		30	2 04		11 20	11 55
9 05	8 39		3 00	51.3	51 D	XYB 0.8 HARRIMAN JCT. P		170	2 00		10 55	11 50
9 30 P.M.	9 00 A.M.		A.M.	55.2	251	XTBO 3.9 OAKDALE P Ar. Lv.		Yard	P.M.		10 30 A.M.	11 00 P.M.
Daily 128	Daily 126		Daily 226						Daily 225		Daily 127	Daily 125

Figures shown on this page between Harriman Jct. and Oakdale are for information only; Western Division Timetable, Special Instructions and Rules govern between these points.

WEST END SEVIER YARD—OOLTEWAH—WESTBOUND

(Eastern Standard Time)

Miles from Bristol	Station Nos.	TIMETABLE NO. 91 Effective February 1, 1970 STATIONS	FIRST CLASS			SECOND CLASS			
			17 Daily		163 Daily		165 Daily	69 Ex. Sun.	195 Daily
125.0	123 A	Lv. WEST END SEVIER YARD (East End Two Tracks)	A.M.		P.M. 12 01		A.M. 4 00 ¹⁶⁴	A.M. 6 30	P.M. 11 00
130.7	131 A	5.7 KNOXVILLE.....PN	4 50		12 14				
131.1		XYOB 0.4 K. & A. JUNCTION.....	4 51 ¹⁶⁵		12 15		4 25 ¹⁷	7 01	11 26
132.3		1.2 WEST END TWO TRACKS...P	4 53		12 23		4 30	7 03	11 31 ¹⁹⁶
136.1	136 A	3.8 BEARDEN.....	4 59		12 28		4 35	7 08	11 36
139.2	141 A	3.1 EBENEZER.....	5 04		12 34		4 40	7 18	11 41
147.8	148 A	8.6 BOYD.....	5 15		12 44		4 51	7 30	11 52
154.0	154 A	6.2 LENOIR CITY.....PD a	5 24		12 53		5 00	7 45	12 01 ^{AM}
159.6	160 A	5.6 LOUDON.....PD a	5 34		1 05 ¹⁶²		5 15	8 01	12 16
161.2	161 A	1.6 CRAIG.....	5 36		1 08		5 20	8 05	12 21
165.5	165 A	4.3 PHILADELPHIA.....	5 44		1 15		5 27	8 12	12 30 ¹⁶⁴
172.0	172 A	6.5 SWEETWATER.....PD s	5 53					8 30 ⁶⁸	
172.9		X 0.9 SWEETWATER SIDING.....	5 57		1 27		5 38	A.M.	12 44
179.8	180 A	6.9 NIOTA.....PD	6 05		1 38		5 49		12 55
184.7	185 A	4.9 HUTSELL.....	6 11		1 44		5 55		1 06 ¹⁸
185.9	186 A	1.2 ATHENS.....PD s	6 15		1 46		5 57		1 08
189.3	189 A	3.4 COILE.....	6 21		1 50		6 03		1 13
196.3	196 A	7.0 SANFORD.....	6 30		1 59		6 13		1 20
200.9	201 A	4.6 CHARLESTON.....PN	6 36		2 04		6 18		1 26
206.7	207 A	5.8 TASSO.....	6 43		2 12		6 26		1 34
212.7	213 A	6.0 CLEVELAND.....PNC s	6 55		2 24		6 38		1 46
213.5		XY 0.8 CLEVELAND YARD.....	6 58		2 27		6 44		1 49
220.8	221 A	7.3 MCDONALD.....	7 07		2 37		6 54		1 59
226.6	227 A	5.8 OOLTEWAH.....PN	7 15		2 46		7 03		2 10
240.2	240 A	13.6 deBUTTS YARD.....PN			3 30		8 00		3 00
243.6	242 A	XYOB 3.4 CHATTANOOGA.....PN (Terminal Station) Ar.	7 55 A.M.		P.M.		A.M.	A.M.	A.M.
			Daily 17		Daily 163		Daily 165	Ex. Sun. 69	Daily 195

Figures shown on this page between Ooltewah and Chattanooga are for information only; Chattanooga Terminal Timetable, Special Instructions and Rules govern between these points.

OOLTEWAH—WEST END SEVIER YARD—EASTBOUND

(Eastern Standard Time)

TENNESSEE 7

Capacity of Tracks in Cars		TIMETABLE NO. 91 Effective February 1, 1970 STATIONS	FIRST CLASS				SECOND CLASS			THIRD CLASS
Siding	Other		18 Daily		164 Daily		162 Daily	196 Daily		68 Ex. Sun.
	Yard	Ar. WEST END SEVIER YARD (East End Two Tracks)	A.M.		A.M. 3 30 ¹⁶⁵		P.M. 4 15	A.M. 1 30 ^{AM}		A.M. 10 50
	Yard	5.7 KNOXVILLE PN	2 40							
	Yard	XYOB 0.4 K. & A. JUNCTION	2 28		1 22		2 11	11 33		10 25
		1.2 WEST END TWO TRACKS P	2 26		1 20		1 39	11 31 ¹⁹⁵		10 20
155	10	3.8 BEARDEN	2 20		1 15		1 34	11 19		10 10
40	6	3.1 EBENEZER	2 15		1 10		1 29	11 13		9 58
218		8.6 BOYD	2 04		1 00		1 19	11 00		9 42
77	178	X 6.2 LENOIR CITY PD	a 1 55		12 50		1 09	10 50		9 32
48	46	X 5.6 LOUDON PD	a 1 45		12 37		1 05 ¹⁶³	10 35		9 15
139		1.6 CRAIG	1 38		12 35		1 02	10 32		9 10
35	20	4.3 PHILADELPHIA	1 31		12 30 ¹⁹⁵		12 57	10 25		8 50
	71	X 6.5 SWEETWATER PD	s 1 23							8 30 ⁶⁹
208		X 0.9 SWEETWATER SIDING	1 20		12 20		12 46	10 15		A.M.
76	26	6.9 NIOTA PD	1 12		12 11		12 34	10 05		
148	30	4.9 HUTSELL	1 06 ¹⁹⁵		12 05		12 27	9 59		
	93	X 1.2 ATHENS PD	s 1 04		12 01 ^{AM}		12 22	9 55		
40		3.4 COILE	12 56		11 55		12 15	9 49		
157	2	7.0 SANFORD	12 48		11 46		12 03 ^{PM}	9 38		
	125	X 4.6 CHARLESTON PN	12 42		11 39		11 52	9 30		
147	4	5.8 TASSO	12 35		11 32		11 41	9 19		
128	70	6.0 CLEVELAND PNC	12 25		11 25		11 34	9 08		
209	Yard	XY 0.8 CLEVELAND YARD	12 19		11 12		11 25	9 03		
75	3	7.3 MCDONALD	12 10		10 50		11 14	8 50		
	20	5.8 OOLTEWAH PN	12 01 ^{AM}		10 35		10 59	8 35		
	Yard	13.6 deBUTTS YARD PN			10 00		10 30	8 00		
	Yard	XOYB 3.4 CHATTANOOGA PN (Terminal Station) Lv.	11 35 P.M.		P.M.		A.M.	P.M.		A.M.
			Daily 18		Daily 164		Daily 162	Daily 196		Ex. Sun. 68

Figures shown on this page between Ooltewah and Chattanooga are for information only; Chattanooga Terminal Timetable, Special Instructions and Rules govern between these points.

deBUTTS YARD—SHEFFIELD YARD

WESTBOUND				Miles from Bristol	Station Nos.	TIMETABLE NO. 91 Effective February 1, 1970 STATIONS	Capacity of Tracks in Cars		EASTBOUND			
SECOND CLASS	FIRST CLASS		Siding				Other	FIRST CLASS		SECOND CLASS		
81 Ex. Sat.	163 Daily	165 Daily						162 Daily	164 Daily	80 Ex. Sat.		
P.M. 7 30	P.M. 11 00	P.M. 2 00	240.0	240 A	Lv. deBUTTS YARD PN		Yard	A.M. 9 45	P.M. 9 45	A.M. 2 00 ^{AM}		
			243.6	242 A	XB CHATTANOOGA PN (Terminal Station)		Yard					
			280.0	280 A	XY STEVENSON PN	30	80	5 48	7 04	11 55 ¹⁶³		
8 50	12 20 ^{80 AM}	3 20	281.0	281 A	STEVENSON SIDING P	150		5 43	7 00	11 45		
8 54	12 24	3 24	292.3	292 A	HOLLYWOOD P	34	5	5 30	6 47	11 26		
9 10	12 38	3 38	297.6	298 A	X SCOTTSBORO PD	58	45	5 23	6 40	11 16		
9 30	12 47	3 46	304.1	304 A	MIDWAY P	150		5 13	6 30	11 00		
9 50	12 58	3 54	318.1	318 A	PAINT ROCK P	30	18	4 53	6 10	10 41		
10 10	1 18	4 20	322.3	322 A	GURLEY PD		18			10 35		
10 15			324.5	325 A	ASA P	90		4 42	5 59	10 30 ⁸¹		
10 30 ⁸⁰	1 28	4 35	338.9	339 A	XY HUNTSVILLE PNC	75		4 18	5 35	10 10		
11 05	1 53	5 00	339.5		HUNTSVILLE SIDING P	79		4 15	5 32	9 57		
11 10	1 57	5 05	344.0	344 A	X ELKO P	195	60	4 07	5 25 ¹⁶⁵	9 40		
11 20	2 12	5 25 ¹⁶⁴	362.0	362 A	DECATUR JCT. P			3 37	4 57	9 10		
11 55	2 42	6 04	363.3	363 A	XB DECATUR PN	52	Yard	3 27	4 48	9 05		
12 05 ^{AM}	2 52	6 14	364.2		DECATUR SIDING P	160		3 04 ¹⁶³	4 45	8 40		
12 15	3 04 ¹⁶²	6 25	379.5	379 A	WHEELER P	147	10	2 42	4 22	8 20		
12 35	3 36	6 46	382.9	383 A	COURTLAND		25			8 15		
12 39			388.6	389 A	TOWN CREEK PD		18	2 29	4 09	8 05		
12 46	3 48	6 59	395.9	396 A	LEIGHTON P		30	2 21	3 59	7 55		
12 56	3 58	7 09	401.0	402 A	HOBGOOD P	97		2 13	3 50	7 45		
1 04	4 06	7 17	404.0	404 A	NORALA P			2 09	3 45	7 40		
1 08	4 11	7 21	405.5	2 MF	XOBY SHEFFIELD YARD PN		Yard	2 00 ⁸¹	3 35	7 30 ¹⁶⁵		
2 00 ¹⁶² A.M.	5 00 A.M.	7 30 ⁸⁰ P.M.			Ar. Lv.			A.M. 162	Daily 164	Ex. Sat. 80		
Ex. Sat. 81	Daily 163	Daily 165						Daily 162	Daily 164	Ex. Sat. 80		

Time shown on this page at Chattanooga and deButts Yard is for information only. Current Chattanooga Terminal Timetable governs at these points. Between Wauhatchie (M.P. 248.1A) and Stevenson (M.P. 280.0A) the timetable, rules and regulations of the L.&N. RR. will govern.

(Central Standard Time)

SHEFFIELD YARD—MEMPHIS

TENNESSEE 9

WESTBOUND				Miles from Bristol	Station Nos.	TIMETABLE NO. 91 Effective February 1, 1970	STATIONS	Capacity of Tracks in Cars		EASTBOUND			
SECOND CLASS		FIRST CLASS						Siding	Other	FIRST CLASS		SECOND CLASS	
G.M.&O. 827 Daily	87 Ex. Sun.	163 Daily	165 Daily							162 Daily	164 Daily	G.M.&O. 828 Daily	88 Ex. Sun.
P.M.	A.M.	A.M.	A.M.			Lv.	Ar.			A.M.	P.M.	A.M.	P.M.
	6 10	10 15	12 01	405.5	2 MF	XYOB	SHEFFIELD YARD.....PN	.....	Yard	1 00	3 00	.....	12 50
	6 35	10 45	12 36 ¹⁶²	413.8	414 A		PRIDE.....P	142	8	12 36 ¹⁶⁵	2 34	.....	11 55
	7 00	10 57 ⁸⁸	12 48	422.7	423 A		CHEROKEE.....PD	65	22	12 20	2 23	.....	10 57 ¹⁶³
	7 15	11 04	12 56	428.1	428 A		MARGERUM.....PD	47	75	12 11	2 14	.....	9 10
	7 20	11 09	1 01	430.1			OLDHAM.....P	169		12 07 ^{AM}	2 10	.....	9 05
	7 30	11 20	1 10	436.5	437 A		IUKA.....PD	85	23	11 57	2 00	.....	8 30
	7 45	11 29	1 20	444.1	444 A		BURNSVILLE.....P	35	20	11 43	1 46	.....	8 05
P.M.	7 55 ⁸⁸	11 38	1 40	450.7	451 A		GLENS.....P	200	12	11 30	1 35	A.M.	7 55 ⁸⁷
5 00	8 30	11 54	1 56	458.8	459 A	} XYB	CORINTH.....PNC		Yard	11 01	1 20	5 15	7 40
5 03	8 45	11 59	2 00	459.0			CORINTH SIDING.....P	77		10 49	1 04	5 00	7 30
5 17	9 10	12 14 ^{PM}	2 15	468.0	468 A		CHEWALLA.....P	169	4	10 37	12 52	4 30	7 22
6 10	9 45	12 33 ¹⁶⁴	2 38	482.5	483 A	X	MIDDLETON.....PN	169	25	10 18	12 33 ¹⁶³	4 08	7 00
6 31	10 25	12 58	2 57	494.2	494 A		SAULSBURY.....PD	33	20	9 57	12 12	3 48	6 50
6 40	10 42	1 10	3 09	499.9	500 A	XY	GRAND JCT.....PNC	69	110	9 46	12 01 ^{PM}	3 36	6 33
6 57	11 00	1 20	3 19 ⁸²⁸	506.2	507 A		RATHER.....P	195		9 34	11 49	3 19 ¹⁶⁵	6 23
7 23	11 27 ¹⁶⁴	1 39	3 39	520.8	521 A		ROSSVILLE.....PD	169	25	9 12	11 27 ⁸⁷	2 22	5 50
7 34	11 40	1 49	3 48	527.9	528 A		COLLIERVILLE.....PD	33	37	9 03	11 18	2 10	5 38
7 50	11 55	2 01	4 00	537.2	537 A		GERMANTOWN.....P	84	6	8 51	11 06	1 45	5 22
7 56	12 01 ^{PM}	2 09	4 07	540.1			WHITE SIDING.....P	161		8 45	11 00	1 17	5 16
8 06	12 15	2 30	4 25	546.3	546 A	} XTO	BUNTYN.....P			8 33	10 48	12 48	5 02
8 15 ¹⁶²	12 40	7 00	5 00 ⁸⁸	547.0	547 A		FORREST YARD.....PN		Yard	8 30 ⁸²⁷	10 45	12 45	5 00 ¹⁶⁵
				549.9	550 A		K.C. JUNCTION.....						
				552.3	553 A		MEMPHIS.....		Yard				
P.M.	P.M.	P.M.	A.M.			Ar.				P.M.	A.M.	A.M.	A.M.
Daily 827 G.M.&O.	Ex. Sun. 87	Daily 163	Daily 165							Daily 162	Daily 164	Daily 828 G.M.&O.	Ex. Sun. 88

CLINTON—JELICO—CLAIRFIELD

NORTHBOUND			Miles from Knoxville	Station Nos.	TIMETABLE NO. 91		Capacity of Tracks in Cars		SOUTHBOUND											
SECOND CLASS					Effective February 1, 1970		STATIONS		Siding	Other	SECOND CLASS									
		86 Ex. Sun.																		
		P.M. 8 00 ¹²⁸	20.9	21 C	Lv. X.....	CLINTON	Ar. PN	32	Yard			85 Ex. Sun.								
		8 30	31.4	31 C	YXB.....	LAKE CITY	PD	24	200			6 05								
		8 59	38.4	38 C		CARYVILLE	PD	35	8			5 38								
		9 20	47.0	47 C		BUCKEYE	P.....		61			4 55								
		9 25	49.0	49 C		PIONEER	P.....		19			4 50								
		9 40	55.1	55 C		ELK VALLEY	P.....		78			4 30								
		10 30 P.M.	65.3	65 C	YX..... Ar.	JELICO	PD Lv.		141			4 00 P.M.								
		P.M.	79.1	79 C	X.....	CLAIRFIELD	D					P.M.								
		Ex. Sun. 86										Ex. Sun. 85								

The figures on this page between Jellico and Clairfield are for information only; the timetable, rules and regulations of the L. & N. R. R. will govern between Jellico and Clairfield.

SEVIER YARD—CUMBERLAND GAP

NORTHBOUND			Miles from Knoxville	Station Nos.	TIMETABLE NO. 91		Capacity of Tracks in Cars		SOUTHBOUND											
SECOND CLASS					Effective February 1, 1970		STATIONS		Siding	Other	THIRD CLASS									
		70 Ex. Sun.																		
		A.M. 8 01			Lv. X.....	WEST END SEVIER YARD (South End Two Tracks)	Ar.		Yard			71 Ex. Sun.								
		8 10	3.6	4CG	Y.....	BEVERLEY BLOCK (North End Two Tracks)	P.....					4 00								
		8 12	6.0	6CG	X.....	BEVERLEY	P.....	8	40			3 55								
		9 01	21.8	22CG		LUTTRELL			56			3 20								
		9 30	32.7	33CG		WASHBURN			32			2 50								
		10 25	49.7	50CG	X.....	TAZEWELL	D	38	30			2 00								
		11 15	64.0	64CG	X.....	TIPRELL	D		55			1 01								
		12 15 ⁷¹ P.M.	65.5	65CG	X.....	CUMBERLAND GAP			45			12 45 ⁷⁰								
		P.M.	69.3	69CG	YX..... Ar.	MIDDLESBORO	NC Lv.		Yard			P.M.								
		Ex. Sun. 70										Ex. Sun. 71								

The figures on this page between Cumberland Gap and Middlesboro are for information only; the timetable, rules and regulations of the L. & N. R. R. will govern between Cumberland Gap and Middlesboro.

WESTBOUND				Miles from Knoxville	Station Numbers	TIMETABLE NO. 91		Capacity of Tracks in Cars	EASTBOUND				
SECOND CLASS						Effective February 1, 1970			THIRD CLASS				
						STATIONS							
			21 Ex. Sun.			Lv. XYOB	Ar. PN	Yard	22 Ex. Sun.				
			A.M. 6 00	0.0	0 KA	KNOXVILLE			A.M. 10 20				
			6 55	15.0	15 KA	20.7 ALCOA		11	9 35				
			7 00 A.M.	16.0	16 KA	1.0 MARYVILLE		Yard	9 30 A.M.				
			Ex. Sun. 21			Ar.	Lv.		Ex. Sun. 22				

SPECIAL INSTRUCTIONS

CONSULT BULLETIN BOOKS (Rule 707)

ALL REGULAR EASTBOUND & SOUTHBOUND Trains are superior to trains of the same class in the opposite direction in accordance with Rule S-72.

1. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS (Rule 4 and 83(c))

A TRAIN MUST receive a clearance card before leaving its initial station, EXCEPT as follows:

No. 22 will leave Maryville without clearance card.

All trains originating at Knoxville will receive clearance card, form 603, from train Dispatcher through pneumatic tube system located adjacent to Ticket Office in Knoxville Passenger Station.

TRAINS MUST receive a clearance card before leaving:

- (a.) Morristown—Eastbound trains.
- (b.) Ooltewah—Eastbound trains.
- (c.) Tiprell—Train No. 71.
- (d.) Clinton—All trains.
- (e.) Harriman—All trains.
- (f.) Decatur—All trains.

2. BULLETIN BOOKS

(Rules 707, 856, 1011, and 1076)

Bristol	Cleveland	Jellico
Johnson City	deButts Yard	Tiprell
Greeneville	Chattanooga	Middlesboro
Bulls Gap	Asheville	Huntsville
Morristown	Newport	Decatur
Sevier Yard	Harriman	Sheffield Yard
Knoxville	Oakdale	Corinth
Charleston	Lake City	Forrest Yard

3. TRAIN REGISTERS

(Rules 83, 83(a) and 83(b))

Bristol—Psgr. Sta.	Beverly Block—	Tiprell
Sevier Yard	Note 1	Middlesboro
Knoxville	Harriman	Stevenson—Note 3
deButts Yard	Oakdale	Bulls Gap Yard
Chattanooga	Cumberland Gap	Sheffield Yard
Asheville	Lake City—Note 2	Forrest Yard
Morristown	Jellico	

Note 1—For Southbound trains from Middlesboro Line only.

Note 2—Train No. 86.

Note 3—Trains may register by form 721.

4. STANDARD CLOCKS

(Rule 3)

Bristol—Psgr. Sta.	deButts Yard	Stevenson
Bulls Gap	Chattanooga	Decatur
Sevier Yard.	Asheville	Sheffield Yard
Knoxville	Clinton	Corinth
Charleston	Jellico	Forrest Yard
Cleveland		

5. RAILROAD CROSSINGS AT GRADE

(Interlocked (Rules 98, 281 to 296, and 505 to 671))

Knoxville, (M.P. 132.3A)	L. & N. R. R.
Knoxville, (M.P. 0.8-KA)	L. & N. R. R.
Decatur	L. & N. R. R.
Sheffield Yard	L. & N. R. R.
Corinth	G. M. & O. R. R. (Note 1)
Middleton	G. M. & O. R. R.
Grand Junction	I. C. R. R. (Note 2)

(Not Interlocked (Rule 98))

Carnegie	Clinchfield R. R.
Florence (M.P. 7.6MF)	L. & N. R. R.
Florence, I.A.C.	L. & N. R. R.
M.P. 549.4A	Union Ry.
KC Junction	Union Ry.
KC Junction	L. & N. R. R.

Note 1—G.M.&O. crossings at Corinth protected with automatic interlocking signals on main and house tracks actuated by the approach of a train. Push buttons are located on home signal masts to clear lower arm main track signals which govern restricted movements through interlocking plant. If signals are set for G.M.&O. and no G.M.&O. train or engine is approaching, push button on signal case marked SOUTHERN RAILWAY to clear signal. If signal fails to clear after waiting three minutes, flag protection must be given against G.M.&O. before fouling crossings, in accordance with rule 671.

Note 2—I.C. crossing at Grand Junction is protected with automatic interlocking signals on main track actuated by the approach of a train and by two indication dwarf signals on house track controlled by push button located on signal case at crossing marked HOUSE TRACK CLEAR. Push buttons are also located on home signal masts to clear lower arm main track signals which govern restricted movements through interlocking plant. If signals are set for I.C. R.R. and no I.C. train is approaching, push button on signal case marked SOUTHERN MAIN TRACK to clear signal. If signal fails to clear after waiting three minutes, flag protection must be given against I.C. R.R. before fouling crossing, in accordance with rule 671.

6. JUNCTIONS

(Interlocked (Rules 98, 281 to 296, and 505 to 671))

Bristol Appalachia Div. & N. & W. Ry.	Decatur Jct. (Note 1) L. & N. R. R.
Murphy Jct. Carolina Div.	Ooltewah. Georgia Div.
Leadvale Jct. Cut Off	Coster. Cut Off
New Line. Cut Off	DeArmond. H. & N. E. R. R.
Stevenson. L. & N. R. R.	Harriman Jct. Western Div.

(Not Interlocked (Rule 98))

Carnegie. Clinchfield R. R.	Harriman. L. & N. R. R.
Sevier Yard. Beverley Cutoff	Huntsville. (Note 2) L. & N. R. R.
Knoxville. L. & N. R. R.	Norala. (Note 3) Alabama Div.
K&A Line, KC Line.	Beverley Block. Middlesboro Line.
Athens. L. & N. R. R.	Cumberland Gap. L. & N. R. R.
Calhoun. L. & N. R. R.	Bristol. Knoxville Line, N. & W. Ry.
Cleveland. Georgia Div.	Bulls Gap. Bristol Line.
Clinton. Harriman Line.	Leadvale cut off and
L. & N. Jct., Tenn. L. & N. R. R.	Appalachia Div.
Jellico. L. & N. R. R.	Sheffield Jct. L. & N. R. R.
Harriman. T. C. R. R.	Furnace Jct. L. & N. R. R.
Harriman. H. & N. E. R. R.	

Note 1—Interlocked signals at Decatur Junction and Decatur are controlled by operator at Decatur.

Note 2—All trains must approach L&N Junction at Huntsville expecting to find L&N RR train fouling main track.

Note 3—Westbound trains must approach Norala expecting to find Alabama Division trains fouling main track.

7. DRAWBRIDGES

(Interlocked (Rules 98, 281 to 296, and 605 to 671))

- M.P. 5.7MF—Tennessee River.
- M.P. 362.2A—Tennessee River.

8. TWO OR MORE TRACKS

(Rules 5, S-89(c), 98, D-151 to D-153, 251, 281 to 296, and 505 to 671)

TWO TRACKS EXTEND BETWEEN:

- Asheville (M.P. S-141.0) to Craggy (M.P. S-145.9).
 - East End Two Tracks (M.P. 89.1A) to East End Sevier Yard (M.P. 121.6A).
 - West End Sevier Yard (M.P. 125.0A) to Knoxville L&N Crossing (M.P. 132.3A).
 - Sheffield (M.P. 0.6MF) to (M.P. 2.4MF) and from Cooper Street, (M.P. 548.0A) to Memphis Union Railway Tower (M.P. 552.3A).
 - South End Two Tracks (M.P. 0.5C) to Coster (M.P. 2.3C)
- SEVIER YARD (M.P. 0.0CO) TO BEVERLEY BLOCK (M.P. 3.6CO) ONLY; ALL TRAINS AND ENGINES MUST KEEP TO THE LEFT.**

ENDS OF TWO OR MORE TRACKS

Interlocked

East End Sevier Yard.	(M.P. 121.6A)
West End Sevier Yard.	(M.P. 125.0A)

Not Interlocked

Asheville.	(M.P. S141.0)
Craggy.	(M.P. S145.9)
East End Two Tracks.	(M.P. 89.1A)
Knoxville.	(M.P. 132.3A)
South End Two Tracks.	(M.P. 0.5C)
Beverley Block.	(M.P. 3.6CO)
Coster.	(M.P. 2.3C)
Sheffield (East End).	(M.P. 2.4MF)
Sheffield (West End).	(M.P. 0.6MF)
Memphis (Cooper Street).	(M.P. 548.0A)

9. AUTOMATIC BLOCK AND TRAIN STOP SYSTEMS
(Rules 281 to 296, and 401 to 522)

Automatic Block Signal Rules and Automatic Train Stop System Rules are effective between:

- Bristol (M.P. 0.0A) and East End Sevier Yard (M.P. 121.6A).
- West End Sevier Yard (M.P. 125.0A) and Ooltewah (M.P. 226.6A).
- Asheville (M.P. S141.0) and East End Siding Leadvale (M.P. S213.2).
- Leadvale Jct. (M.P. S216.5) and New Line (M.P. S228.0).
- Stevenson (M.P. 280.0A) and KC Jct. (M.P. 549.9A).

Automatic Signal Rules are effective between:

- West End Sevier Yard (M.P. 125.0A) and Beverley Block (M.P. 3.6CO).
- North End Powell (M.P. 8.2C) and North End East Siding (M.P. 20.8C).
- Clinton (M.P. 21.4D) and DeArmond (M.P. 45.8D).
- North of Crescent St., Harriman (M.P. 50.6D) and Harriman Jct. (M.P. 51.3D).
- Knoxville (M.P. 0.2C) and South End Two Tracks (M.P. 0.5C).
- KC Jct. (M.P. 549.9A) and Memphis Interlocking Plant (M.P. 552.3A).
- Sheffield Jct. (M.P. 4.1MF) and Furnace Jct. (M.P. 7.0MF).

10. TRAIN MOVEMENTS
(Rules 5, and 82 to 671)

REMOTE CONTROL TERRITORY
(Rules 530 to 560)

(a) Remote Control is effective between:

- New Line (M.P. 91.4A) and Alpha (M.P. 94.1A).
- The two main tracks are signaled for traffic in either direction and trains and engines will move on either track in either direction by block signals according to Rules 530 to 560.

Interlocked Switches are controlled as follows:

Location	M.P.	By Operator
New Line.	91.4A	Morristown
Alpha.	94.1A	Morristown

(b) Remote Control is effective between:

- East End Sevier Yard (M.P. 121.6A) and West End Sevier Yard (M.P. 125.0A).
 - Beverley Block (M.P. 3.6CO) and North End Powell (M.P. 8.2C). Note 1.
 - North End East Siding (M.P. 20.8C) and Clinton (M.P. 21.4D). Note 1.
 - Harriman (M.P. 50.6D) and DeArmond (M.P. 45.8D).
 - East End Siding (M.P. S213.2) and Leadvale Jct. (M.P. S216.5). Note 1.
 - Stevenson (M.P. 280.0A) and West End Siding (M.P. 282.0A).
 - Decatur Jct. (M.P. 362.0A) and Decatur (M.P. 363.3A).
 - Buntyn (M.P. 546.3A) and Cooper St. (M.P. 548.0A). Note 1.
- Note 1. When take siding indicator is illuminated, train may pass signal displaying stop indication after entrance switch has been lined.
- Trains or engines will run on single track by block signals according to Rules 530 to 560.

Interlocked Switches are controlled as follows:

Location	M.P.	By Operator
East End Sevier Yard	121.6A	Sevier Yard
West End Sevier Yard	125.0A	Sevier Yard
Coster	2.3C	Sevier Yard
DeArmond South Switch	45.8D	Harriman
DeArmond North Switch	46.4D	Harriman
Harriman Wye Switch	49.5D	Harriman
Harriman T.C. Connection Switch	50.3D	Harriman
Leadvale Jct. Switch	S216.5	Leadvale
Decatur Jct.	362.0A	Decatur
Decatur	363.3A	Decatur
Sheffield Yard entrance switch at east end of Double Track	2.2MF	Sheffield Yard
Buntyn	546.3A	Forrest Yard

Trains and engines authorized by control station to pass a STOP signal in remote control territory must proceed at RESTRICTED SPEED and must examine all power-operated switches, derails and moveable frog points until the leading truck of an engine or car has passed the protecting signal to insure they are in proper position for the movement.

IN REMOTE CONTROL TERRITORIES DESIGNATED ABOVE, SECOND AND INFERIOR CLASS, EXTRA TRAINS AND ENGINES MUST MOVE AT YARD SPEED WITHIN YARD LIMITS.

OTHER TRAIN MOVEMENTS

First Class Trains will move at YARD SPEED and the provisions of Rule 93 will apply to First Class Trains the same as to Second, Inferior Class and Extra Trains and Engines in Yard Limits as follows:

- Between State Street (M.P. 0.0A) and Ashe Street Bridge (M.P. 0.4A), Bristol.
- Between Harriman (M.P. 50.6D) and Harriman Jct. (M.P. 51.3D).
- Between Western Ave. (M.P. 131.3A) and Florida St. (M.P. 130.3A), Knoxville.
- Between Knoxville Passenger Station (M.P. 130.7A) and Coster (M.P. 2.3C).
- Between Automatic Block Signal S1407 and Automatic Block Signal S1415, Asheville.
- Between Decatur Jct. and Yard Limit Sign, West End Decatur Siding.
- Between Norala and Yard Limit Sign West of Sheffield.
- Between Sheffield and Florence.
- Corinth, Miss., All trains except Train No. 163
- Between Buntyn and Memphis Interlocking Plant (M.P. 552.3A).
- Between KC Jct. and Madison Ave. overhead bridge, (M.P. 551.5A).

Second and Inferior Class Trains and Engines MUST NOT DELAY FIRST CLASS TRAINS.

Before an extra train can be run between Knoxville and Maryville, crew on trains 21 and 22 must be contacted. Trains 21 and 22 will not protect against extra trains between Knoxville and Maryville unless instructed to do so by dispatcher.

Before an extra train can be run between Beverley and Cumberland Gap, crew on trains 70 and 71 must be contacted. Trains 70 and 71 will not protect against extra trains between Beverley and Cumberland Gap unless instructed to do so by dispatcher.

Trains must not exceed 10 MPH on Nos. 1 and 2 shed tracks Knoxville Passenger Station.

Normal position of train order signal at Johnson City is proceed.

Tracks are used jointly by trains and engines of the Tennessee Division, other divisions, and foreign lines, in accordance with their timetable, rules and regulations as shown below:

- Between Asheville (M.P. S141.0) and Murphy Jct. (M.P. S142.3), Carolina Division.
- Bristol Yard (M.P. 0.0A), N. & W. Ry.
- Between Ooltewah (M.P. 226.6A) and Wauhatchie (M.P. 248.1A), Chattanooga Terminal.
- Between Harriman Jct. (M.P. 51.3D) and Oakdale (M.P. 254.4), Western Division.
- Between Cumberland Gap (M.P. 65.5CG) and Middlesboro (M.P. 69.3CG), L.&N. R.R.

Between Jellico (M.P. 65.3C) and Fonde (M.P. 85.0C), L.&N. R.R.

Between Wauhatchie (M.P. 248.1A) and Stevenson (M.P. 280.0A), L.&N. R.R.

Tracks are used jointly by other divisions or foreign lines in accordance with Tennessee Division timetable, rules and regulations, as shown below:

- Bristol Yard (M.P. 0.0A), N.&W. Ry. and Appalachia Div.
- Between Oliver Springs (M.P. 36.1D) and Harriman (M.P. 50.5D), L.&N. R.R.
- Between DeArmond (M.P. 46.0D) and Harriman Jct. (M.P. 51.3D), H.&NE. R.R.
- Harriman Yard (M.P. 50.8D), T.C. Ry.
- Between Decatur Jct. (M.P. 362.0A) and Decatur (M.P. 363.3A), L.&N. RR.
- Between Sheffield Jct. (M.P. 4.1MF) and Furnace Jct. (M.P. 7.0MF), L.&N. R.R.
- Between KC Jct. (M.P. 549.9A) and Memphis Interlocking Plant (M.P. 552.3A), L.&N. R.R.
- Between Corinth (M.P. 458.8A) and Forrest Yard (M.P. 547.0A), G.M.&O. R.R.

Foreign line trains using Southern Railway tracks will use their own markers displaying red to rear when on the main track and change to yellow or green to rear when clear of main track.

ADDITIONAL YARD LIMITS (RULE 93)

Yard limits (Rule 93) are in effect at the following stations not shown as stations on the timetable:

- Calhoun (M.P. 200.0A).
- Tenco (M.P. 8.0KA).

RULE 251

Between West End Sevier Yard (M.P. 125.0A) and West End Two Tracks (M.P. 132.3A).

Between Sevier Yard (M.P. 125.0A) and Beverley Block (M.P. 3.6CO).

Between Asheville (M.P. S141.0) and Craggy (M.P. S145.9).

Between East End Two Tracks (M.P. 89.1A) and East End Sevier Yard (M.P. 121.6A).

Trains and engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains. See Rules D-151 to D-153.

RULE 261

Between Sheffield Jct. (M.P. 4.1MF) and Furnace Jct. (M.P. 7.0MF) Southern Railway and L&N Railroad engines will run by block signal indications and Yard Limit Rule 93.

Between Norala (M.P. 404.0A) and east end double track, Sheffield (M.P. 2.4MF) Alabama Division trains will run by block signal indications which will supersede the superiority of trains for both opposing and following movements. Northbound Alabama Division trains must approach Norala prepared to stop clear of dwarf signal unless it indicates proceed at restricted speed, Rule 290, and must not exceed a speed of 15 MPH until rear of train has entered main track. Trains must not flag by STOP signals between Norala and Sheffield Yard unless authorized to do so and will be governed by Yard Limit Rule 93.

Between Emco-Listerhill Jct. (M.P. 399.5A) and Leighton (M.P. 395.9A) or Sheffield Yard (M.P. 3.5MF) trains entering main track from Emco Branch will run by block signal indications which will supersede the superiority of trains for both opposing and following movements. Entering dwarf signals located at derails on wye tracks, govern movements of trains from Emco Branch; indicator lights must be illuminated before handling derail and main track switch to obtain proceed at restricted speed indication, Rule 290. If indicator lights or dwarf signals are inoperative, train dispatcher may authorize Emco Branch trains to enter main track and proceed to Leighton or Norala in accordance with Rules 509, 509a and 517.

Trains and engines will run by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

11. SPRING SWITCHES
(Rules 104(b), 104(c) and 517)

In automatic block signal territory the ends of two or more tracks are equipped with spring switches except at Ooltewah, east and west end Sevier Yard, which are power operated.

In automatic block signal territory both ends of sidings are equipped with spring switches except:

Johnson City.....	West End of East Siding.
Bulls Gap.....	West End of Siding.
Bulls Gap Siding.....	East End of Siding.
Loudon.....	East End of Siding.
Philadelphia.....	West End of Siding.
Cleveland.....	Cleveland Yard crossovers are not equipped with spring switches.
Decatur.....	West End of Siding.

Spring switches are also located as follows:

Bristol.....	West End of Yard
Beverley Block.....	South Leg of Wye and end of two tracks.
Clinton.....	K&O Main Track.
L&N Jct. Tenn.....	L&N Junction Switch
DeArmond.....	H&NE Main Track (Jct. Switch).
M.P. 94.1A.....	East End of Crossover.
Sheffield Yard.....	East and West end Yard, Lead, East End Long Lead.
Norala.....	Alabama Div. Jct. Switch.

12. ENTRANCE SWITCH TO SIDINGS
(Rules S-88, S-89, S-89(a) and S-89(c))

Unless otherwise provided, enter at first switch of first siding. Siding at Stevenson is equipped with derail on east end.

The capacity of sidings and side tracks is calculated in 50 ft. cars and no allowance has been made for the length of diesel units or caboose.

13. SPEED RESTRICTIONS
(Rules 109 and 1012)

Where not otherwise restricted, the following maximum speed of trains is authorized:

BETWEEN BRISTOL AND CITICO JCT.	
Passenger trains.....	80 MPH
Freight trains.....	60 MPH
BETWEEN STEVENSON AND MEMPHIS	
Passenger trains.....	70 MPH
Freight trains.....	60 MPH
BETWEEN NEW LINE AND ASHEVILLE	
Passenger trains.....	60 MPH
Freight trains.....	50 MPH
BETWEEN KNOXVILLE, SEVIER YARD AND HARRIMAN JCT.	
Passenger trains.....	60 MPH
Freight trains.....	50 MPH
BETWEEN BEVERLEY AND CUMBERLAND GAP	
All trains.....	35 MPH
BETWEEN CLINTON AND JELICO	
All trains.....	25 MPH
BRICEVILLE AND BEECH GROVE BRANCHES	
All trains.....	10 MPH
BETWEEN KNOXVILLE AND MARYVILLE	
All trains.....	30 MPH
BETWEEN BULLS GAP AND LEADVALE JCT.	
All trains.....	30 MPH
EMCO AND FLORENCE BRANCHES	
All trains.....	20 MPH
except over Tennessee River Bridge (M.P. 5.7MF), trains must not exceed 10 MPH.	

Speed of 15 MPH must not be exceeded while entering or leaving sidings or moving through crossovers or turnouts; except when crossover or turnout is equipped with No. 20 turnout with 39 foot curved switch points, where speed of 45 MPH must not be exceeded, or with 22 or 24 foot switch points, where speed of 25 MPH will not be exceeded.

No. 20 turnouts with 22 foot or 24 foot switch points are located as follows:

Craggy.....	West End Two Tracks.
Leadvale.....	Junction Switch.
Alpha.....	Crossover.
E. End Sevier Yard.....	Crossover from Westbound Main to Passenger Main.
E. End Sevier Yard.....	Crossover from Eastbound Freight Lead to Eastbound Main
W. End Sevier Yard.....	Crossover from Passenger Main to Westbound Freight Lead.
Knoxville.....	West End Two Tracks (M.P. 132.3A).
Beverley.....	North End Two Tracks
Coster.....	North End Two Tracks
Coster.....	Switch to Beverley Cutoff (M.P. 2.3C).
Summit.....	Crossovers at No. 1 Bungalow (M.P. 228.6A).
Tyner.....	Crossovers at No. 2 Bungalow (M.P. 230.5A).
Sheffield.....	West End Double Track (M.P. 0.6MF).
Memphis.....	End Double Track, Cooper St. (M.P. 548.0A).

Westbound freight trains must not exceed a speed of 35 MPH between M.P. 154.0A and M.P. 155.0A.

Passenger trains must not exceed a speed of 20 MPH and freight trains 15 MPH over Tennessee River Bridge Loudon (M.P. 159.0A).

Speed of 30 MPH on straight track and 20 MPH on curves must not be exceeded on Revere Copper Co. spur (M.P. 299.0A).

Speed of ten MPH over drawspan and fifteen MPH over remainder of Tennessee River Bridge at Decatur (M.P. 362.6A) and thirty MPH over GM&O crossing at Middleton (M.P. 482.5A), must be observed by all trains.

All trains must not exceed a speed of 20 MPH between Norala (M.P. 404.0A) and Sheffield Yard (M.P. 3.5MF) at Scale House.

Trains handling flat cars loaded with creosoted poles must not exceed 45 MPH.

Scale test cars must be handled next ahead of caboose, are not to be coupled to cars which exceed 50 feet in length, and at a speed not to exceed 25 MPH.

These cars, where practicable, are to be handled in local freight trains only. They are handled only when authorized by the Chief Dispatcher in accordance with Operating Rule 109.

Box express cars equipped for passenger service but having freight trucks may be handled at speeds authorized for passenger trains.

Air dump cars are to be handled in local freight trains only, except between Stevenson and Chattanooga, immediately ahead of caboose at speed not to exceed 40 MPH.

A speed of 25 MPH must not be exceeded over bridge at M.P. 16.3CG.

A speed of 10 MPH must not be exceeded through Indian Grave Tunnel (M.P. 37.0C) and 15 MPH through Pioneer Tunnel (M.P. 49.1C).

A speed of 15 MPH Northbound and 20 MPH Southbound must not be exceeded through 5 Tunnels between M.P. 50.3C and M.P. 51.4C.

Passenger trains when handling TTX cars and aluminum covered hoppers, series Sou. 6000 to 6964, and Sou. 8000 to 8574 (Big Johns), must not exceed a speed of 70 MPH.

A speed of 35 MPH must not be exceeded over L&N Crossing (M.P. 132.3A).

A speed of 45 MPH must not be exceeded through Junction Switch or Crossover at New Line.

EMD SW-1500 type units, series 2300 through 2329, inclusive, will be restricted to a maximum speed of 50 MPH in lieu of restriction imposed by Operating Rule 109.

SPEED RESTRICTIONS OVER STREET CROSSINGS

Chattanooga.....	8 MPH
Stevenson.....	10 "
Scottsboro.....	35 "
Huntsville.....	30 "
Decatur.....	12 "
Sheffield*.....	25 "
Tuscumbia.....	25 "
Cherokee, Ala.....	15 "
Iuka.....	30 "
Burnsville.....	30 "
Corinth.....	30 "
Grand Jct. (Until Engine Passes Crossing).....	20 "
Moscow.....	30 "
Germantown.....	30 "
Buntyn (Semmes St.).....	10 "
Memphis.....	20 "
Asheville (Haywood and Lyman Sts.).....	15 "
Marshall.....	15 "
Newport (Eastbound).....	15 "
Newport (Westbound).....	10 "
White Pine (Eastbound) 5:30 A.M.-10 P.M.....	10 "
White Pine (Westbound) 5:30 A.M.-10 P.M.....	15 "
Bristol (See Below).....	10 "
Johnson City.....	15 "
Roane, Market, Main, Wilson Sts.....	6 "
Greeneville (All Crossings Within City Limits).....	20 "
Morristown.....	20 "
Jefferson City (All Crossings).....	15 "
Oliver Springs (Highway Crossings).....	20 "
Tazewell.....	10 "
Sweetwater (All Crossings).....	15 "
Athens (All Crossings).....	10 "

In addition, all trains and engines will stop at Cedar, Reynolds, Hayne, West State, Commonwealth Ave. in Bristol.

* At Montgomery Ave. (M.P. 2.4MF) and Atlanta Ave. (M.P. 2.6MF) trains using main tracks must not exceed twelve (12) MPH, and trains using other tracks must not exceed five (5) MPH until the engine is over the crossing.

Note—When gates protecting crossings are not working, flagman must protect movement.

**SPEED RESTRICTIONS ON CURVES
TENNESSEE DIVISION**

M.P. Location Between	MPH Pass. Frt.	M.P. Location Between	MPH Pass. Frt.
Bristol-Bluff City			
0.0A to 2.9A	45 40		
2.9A to 3.3A	40 40		
3.3A to 6.6A	45 40		
6.6A to 11.1A	40 40		
Bluff City-Johnson City			
11.1A to 13.5A	40 40		
13.5A to 15.0A	50 45		
15.0A to 16.5A	45 45		
16.5A to 17.7A	50 45		
17.7A to 19.1A	45 45		
19.1A to 24.8A	50 45		
Johnson City-Jonesboro			
24.8A to 25.6A	45 45		
25.6A to 28.2A	50 45		
28.2A to 28.8A	45 45		
28.8A to 30.7A	50 45		
30.7A to 33.1A	40 40		
Jonesboro-Greeneville			
33.1A to 35.4A	50 45		
35.4A to 38.4A	60 55		
38.4A to 42.1A	55 50		
42.1A to 43.9A	40 40		
43.9A to 51.3A	50 45		
51.3A to 53.3A	45 40		
53.3A to 56.1A	50 45		
56.1A to 56.7A	40 40		
Greeneville-Bulls Gap			
56.7A to 61.8A	45 45		
61.8A to 64.8A	55 50		
64.8A to 65.5A	45 45		
65.5A to 73.9A	50 45		
73.9A to 75.7A	45 45		
Bulls Gap to Morristown			
75.7A to 76.5A	50 45		
76.5A to 77.4A	45 45		
77.4A to 79.7A	50 45		
79.7A to 80.8A	45 45		
80.8A to 84.5A	55 50		
84.5A to 85.7A	45 40		
85.7A to 88.9A	55 50		
Morristown-Knoxville (Both Tracks)			
88.9A to 91.7A	50 45		
91.7A to 101.3A	60 55		
101.3A to 102.2A	45 40		
102.2A to 105.4A	55 50		
105.4A to 114.9A	60 55		
114.9A to 117.2A	50 45		
117.2A to 120.1A	45 40		
120.1A to 121.6A	40 35		
121.6A to 124.9A	50 45		
124.9A to 125.1A	25 25		
125.1A to 129.4A	50 45		
129.4A to 130.6A	40 35		

SPEED RESTRICTIONS ON CURVES—Continued

M.P. Location Between	MPH Pass. Frt.	M.P. Location Between	MPH Pass. Frt.
Knoxville-Loudon			
130.6A to 131.5A	40 35		
131.5A to 132.6A	60 55		
132.6A to 137.0A	50 50		
137.0A to 141.1A	60 55		
141.1A to 142.7A	50 45		
142.7A to 155.7A	60 55		
155.7A to 157.1A	50 45		
157.1A to 158.8A	45 40		
158.8A to 159.6A	40 35		
Loudon-Athens			
159.6A to 160.0A	40 35		
160.0A to 170.2A	60 55		
170.2A to 171.1A	55 50		
171.1A to 182.0A	60 55		
182.0A to 185.8A	50 50		
185.8A to 186.1A	40 35		
Athens-Ooletwah			
186.1A to 199.0A	65 60		
199.0A to 205.0A	50 50		
205.0A to 208.8A	60 55		
208.8A to 212.8A	55 50		
212.8A to 213.0A	35 30		
213.0A to 219.9A	50 45		
219.9A to 226.9A	45 40		
Ooltawah-Citico Jct.			
226.9A to 227.3A	45 40		
227.3A to 227.5A	55 50		
227.5A to 230.8A	60 55		
230.8A to 231.1A	55 50		
231.1A to 235.0A	60 55		
235.0A to 238.0A	40 40		
Stevenson-Woodville			
279.9A to 280.4A	25 25		
296.5A to 297.0A	45 45		
298.3A to 298.7A	55 50		
301.8A to 302.6A	55 50		
305.4A to 307.4A	60 55		
308.5A to 309.2A	40 40		
Woodville-Madison			
313.4A to 314.7A	55 50		
315.4A to 323.7A	60 55		
330.8A to 332.5A	60 55		
332.5A to 332.8A	55 50		
332.8A to 333.4A	60 55		
334.8A to 335.3A	40 40		
335.7A to 336.9A	60 55		
338.3A to 339.7A	30 30		
346.0A to 347.5A	60 55		
Irvinton-Trinity			
361.8A to 362.1A	30 30		
363.1A to 363.7A	20 20		
363.7A to 363.9A	30 30		
364.3A to 366.4A	50 40		
366.9A to 368.1A	55 50		
368.4A to 368.9A	50 50		
Trinity-Emco-Listerhill Jct.			
371.0A to 378.7A	60 60		
382.3A to 386.8A	55 50		
389.3A to 391.8A	55 50		
394.6A to 399.4A	60 55		
Emco-Listerhill Jct.-Pride			
400.3A to 403.3A	50 45		
403.3A to NA3.5	40 40		
NA3.1 to NA2.8	40 30		
NA2.5 to 0.4MF	25 25		
0.4MF to 407.0A	15 15		
407.8A to 408.5A	55 45		
409.3A to 409.7A	60 50		
410.6A to 411.7A	55 50		
Margerum-Glens			
430.2A to 430.7A	60 50		
433.7A to 435.6A	65 60		
435.8A to 436.2A	50 50		
438.4A to 438.9A	50 50		
441.1A to 441.4A	60 55		
444.3A to 444.8A	50 50		
446.4A to 447.5A	50 45		
Glens-Pocahontas			
452.5A to 455.4A	60 55		
455.4A to 456.6A	55 50		
459.2A to 460.4A	60 50		
461.2A to 461.8A	50 40		
464.8A to 465.1A	60 50		
472.8A to 474.4A	60 50		
Pocahontas-Rossville			
477.7A to 478.9A	60 60		
486.1A to 489.0A	60 60		
489.1A to 490.1A	50 40		
490.3A to 490.6A	60 50		
504.8A to 507.8A	60 50		
508.4A to 510.1A	50 40		
511.6A to 513.9A	55 45		
Rossville-Memphis			
527.1A to 527.5A	60 50		
531.0A to 534.6A	60 50		
534.8A to 535.2A	50 45		
535.4A to 538.0A	60 50		
540.8A to 545.6A	40 40		
549.0A to 549.6A	30 30		
549.9A to 552.0A*	10 10		
* Memphis Pass. & Frt. Station			
Asheville-Craggy (Both Main Tracks)			
S-141.0 to S-142.7	30 25		
S-142.7 to S-145.2	45 40		
S-145.2 to S-145.7	40 35		
S-145.7 to S-146.0	45 40		
Craggy-Hot Springs			
S-146.0 to S-147.9	45 40		
S-147.9 to S-149.9	40 35		
S-149.9 to S-152.8	35 30		
S-152.8 to S-152.9	30 20		
S-152.9 to S-154.8	40 35		
S-154.8 to S-155.7	35 30		
S-155.7 to S-155.8	30 25		
S-155.8 to S-157.6	40 35		
S-157.6 to S-159.3	35 30		
S-159.3 to S-161.0	40 35		
S-161.0 to S-161.3	20 15		
S-161.3 to S-165.0	35 30		
S-165.0 to S-166.4	30 25		
S-166.4 to S-166.8	25 20		
S-166.8 to S-167.2	35 30		
S-167.2 to S-170.9	40 35		
S-170.9 to S-174.5	35 30		
S-174.5 to S-178.0	25 20		
S-178.0 to S-178.2	15 15		
S-178.2 to S-179.0	35 30		

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M.P. Location Between	MPH Pass. Frt.
Hot Springs-Del Rio	
S-179.0 to S-180.0	35 30
S-180.0 to S-182.3	40 35
S-182.3 to S-182.5	30 25
S-182.5 to S-183.2	35 30
S-183.2 to S-185.7	40 35
S-185.7 to S-187.7	35 30
S-187.7 to S-187.9	30 25
S-187.9 to S-190.7	50 45
S-190.7 to S-190.9	25 25
S-190.9 to S-195.4	50 45

M.P. Location Between	MPH Pass. Frt.
Del Rio-Leadvale Jct.	
S-195.4 to S-195.6	40 35
S-195.6 to S-197.5	50 45
S-197.5 to S-198.0	30 25
S-198.0 to S-198.5	15 15
S-198.5 to S-200.3	40 35
S-200.3 to S-203.2	45 40
S-203.2 to S-206.0	30 30
S-206.0 to S-207.8	45 40
S-207.8 to S-216.6	50 45

M.P. Location Between	MPH Pass. Frt.
Leadvale Jct.-New Line	
S-216.6 to S-217.2	50 45
S-217.2 to S-219.7	40 35
S-219.7 to S-222.0	45 40
S-222.0 to S-224.9	40 35
S-224.9 to S-225.0	25 25
S-225.0 to S-225.1	25 25
S-225.1 to S-228.0	40 35

M.P. Location Between	MPH Pass. Frt.
Knoxville-Clinton	
0.0C to 0.3C	5 5
0.3C to 2.4C	35 35
2.4C to 7.7C	45 40
7.7C to 10.0C	40 35
10.0C to 10.4C	35 35
10.4C to 11.3C	25 20
11.3C to 13.8C	40 35
13.8C to 16.9C	35 30
16.9C to 17.6C	40 35
17.6C to 20.8C	45 40
20.8C to 21.1D	15 15

M.P. Location Between	MPH Pass. Frt.
Clinton-Oliver Springs	
21.1D to 22.0D	35 35
22.0D to 26.2D	40 35
26.2D to 27.4D	45 40
27.4D to 28.4D	35 35
28.4D to 29.1D	45 40
29.1D to 35.7D	40 35
35.7D to 36.0D	35 35

M.P. Location Between	MPH Pass. Frt.
Oliver Springs-Harriman Jct.	
36.0D to 37.3D	40 35
37.3D to 43.2D	45 40
43.2D to 45.4D	35 30
45.4D to 46.3D	40 40
46.3D to 48.6D	45 40
48.6D to 51.3D	40 35

M.P. Location Between	MPH Pass. Frt.
Sevier Yard- Beverley Block (Both Main Tracks)	
0.0CO to 0.4CO	30 30
0.4CO to 1.5CO	45 40
1.5CO to 3.7CO	25 25

M.P. Location Between	MPH Pass. Frt.
Beverley Block-Coster	
4.0CO to 2.3C	30 30

M.P. Location Between	MPH Pass. Frt.
Beverley Block-Washburn	
4.0CO to 23.5CG	30
23.5CG to 23.7CG	25
23.7CG to 32.7CG	30

M.P. Location Between	MPH Pass. Frt.
Washburn-Cumberland Gap	
32.7CG to 34.6CG	25
34.6CG to 34.9CG	15
34.9CG to 40.3CG	25
40.3CG to 41.0CG	15
41.0CG to 46.6CG	20
46.6CG to 65.5CG	25

M.P. Location Between	MPH Pass. Frt.
Bulls Gap-Leadvale Jct.	
11.5 BL to 12.7BL	20

M.P. Location Between	MPH Pass. Frt.
Knoxville-Maryville	
5.5KA to 15.0KA	10

14. DIESEL UNIT RATING IN TONS OF 2,000 POUNDS

SOUTHBOUND or EASTBOUND BETWEEN	SD 45 U 30C U 33C	SD 24, SD 35 Frt. Diesel Units	GP 30, GP 35 Frt. Diesel Units	GP 38, GP 39 Frt. Diesel Units	SW 1500 F7 GP 7, GP 9- ALCO Frt. Diesel Units	Yard Switcher Units
Grand Jct.-Corinth	4130	3760	2940	2700	2350	----
Corinth-Margerum	3160	2880	2250	2070	1800	----
Margerum-Neill	4220	3840	3000	2760	2400	----
Neill-Sheffield	4660	4240	3320	3280	2850	----
Sheffield-Decatur	4570	4160	3250	3000	2600	----
Decatur-Huntsville	3870	3520	2750	2500	2200	----
Huntsville-Chase	3160	2880	2250	2070	1800	----
Chase-Stevenson	4570	4160	3250	3000	2600	----
Stevn.-deButts Yd.	-----	-----	1800	1725	1500	----
deButts Yd.-Clev.	2640	2400	1875	1725	1500	1250
Clev.-Sevier Yd.	3080	2800	2250	2070	1800	1625
Sevier Yd.-Brdgpt.	3000	2730	2050	1890	1640	1425
Bridgeport-Asheville	3520	3200	2500	2300	2000	1800
Bulls Gap-Newport	5280	4800	3750	3450	3000	2800
New Line-Bulls Gap	2860	2600	2030	1875	1625	1425
Bulls Gap-Greeneville	2100	1920	1500	1380	1200	1000
Greeneville-Carnegie	2200	2000	1560	1440	1250	1000
Carnegie-Bristol	1930	1760	1375	1260	1100	950
Jellico-Pioneer	-----	-----	-----	1610	1400	1100
Pioneer-Vaspar	-----	-----	-----	2300	2000	1800
Vaspar-Clinton	-----	-----	-----	2880	2500	2250
Oakdale-Blair	2590	2360	1840	1700	1475	1300
Blair-Clinton	2330	2120	1660	1525	1325	1150
Clinton-Sevier Yd.	1670	1520	1190	1090	950	825
Tiprell-Tazewell	-----	-----	1250	1150	1000	900
Tazewell-Washburn	-----	-----	1500	1380	1200	1075
Wshbrn.-Sevier Yd.	-----	-----	2250	2070	1800	1200
Maryville-Knoxville	-----	-----	2810	2590	2250	2200

NORTHBOUND or WESTBOUND BETWEEN	SD 45 U 30C U 33C	SD 24, SD 35 Frt. Diesel Units	GP 30, GP 35 Frt. Diesel Units	GP 38, GP 39 Frt. Diesel Units	SW 1500 F7 GP 7, GP 9- ALCO Frt. Diesel Units	Yard Switcher Units
Carnegie-Bulls Gap	2200	2000	1560	1440	1250	1050
Bulls Gap-Morristwn.	2640	2400	1810	1725	1500	1150
Morristown-Mascot	2925	2675	2050	1900	1675	1300
Mascot-Sevier Yd.	3335	3055	2425	2275	1975	1500
Asheville-Leadvale	2640	2400	1875	1725	1500	1300
Leadvale-New Line	2020	1840	1440	1325	1150	950
Newport-Bulls Gap	3520	3200	2500	2300	2000	1750
Sevier Yd.-Chas'tn.	3080	2800	2190	2000	1750	1550
Chas'tn.-deButts Yd.	2640	2400	1875	1725	1500	1325
Sevier Yd.-Clinton	1930	1760	1375	1260	1100	850
Clinton-Blair	2200	2000	1560	1425	1250	1100
Blair-Oakdale	4400	4000	3125	2875	2500	2250
Clinton-Lake City	-----	-----	2500	2300	2000	1750
Lake City-Jellico	-----	-----	-----	1180	1025	900
Beverley-Tiprell	-----	-----	1160	1060	925	800
Knoxville-Maryville	-----	-----	2875	2640	2300	2000
deButts Yd.-Stevn.	-----	-----	1750	1600	1400	----
Stevenson-Chase	3520	3200	2500	2300	2000	----
Chase-Huntsville	3520	3200	2555	2300	2000	----
Huntsville-Decatur	3870	3520	2750	2500	2200	----
Decatur-Sheffield	4570	4160	3250	3000	2600	----
Sheffield-Neill	3600	3280	2560	2350	2050	----
Neill-Margerum	4220	3840	3000	2760	2400	----
Margerum-Corinth	3160	2880	2250	2070	1800	----
Corinth-Grand Jct.	4040	3680	2880	2640	2300	----
Grand Jct.-Forr. Yd.	4574	4160	3250	2990	2600	----

These ratings are for single unit diesels and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proportion to the number of units inoperative and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grades and can be increased over certain parts of the line when necessary. When engines will not handle their rating a wire report must be made to the Chief Dispatcher by Enginemen.

In making computations, less than 1,000 pounds will be dropped, 1,000 pounds will be counted a ton.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Rule 708)

Special constructed turnout cars cannot be handled as follows: Between Vasper (M.P. 35.7C) and Jellico (M.P. 65.0C); Cumberland Gap (M.P. 65.5CG) and Middlesboro (M.P. 69.3CG); First Creek Spur or South Knoxville Spur in Knoxville.

Southern 6000 series covered hopper cars can be handled at a maximum gross weight of 270,000 lbs. from Standard Lime Company located on River Front Extension, Knoxville, to Asheville, N. C. and Calhoun, Tennessee, provided they are spaced from engine or loaded cars weighing more than 210,000 lbs. by at least one car weighing not more than 210,000 lbs. gross between Standard Lime Company side track and K.&A. Junction, and are to be handled at a speed not in excess of 10 MPH over Holston River Bridge (M.P. 5.2RF).

Southern 60000 series gondola cars modified for carrying pig iron at gross weight of 286,000 pounds may be handled Harriman Jct. to Asheville, or Chattanooga to Knoxville via Cleveland.

Southern 94000 series covered hopper cars at maximum gross weight of 286,000 lbs. may be handled on main and passing tracks Harriman Jct. to Sevier Yard to Asheville.

Type 4-4 Diesel units weighing more than 245,000 lbs. and type 6-6 Diesel units must not be operated over structures on side or industrial tracks except where authorized.

Loaded cars weighing in excess of 220,000 lbs. but not more than maximum weight shown for line may be handled provided their coupled length, truck centers and axle spacing conform to one of Southern Railway Number 1,000, 4,000, 6,000 or 8,000 series cars.

Engines may be operated coupled unless otherwise noted.

EMD SW-1500 type units, series 2300 through 2329, inclusive, are not equipped with dynamic brake or train control and when operated in road service in multiple, must be used as the leading unit in non-train control territory. In train control territory, a unit equipped with train control may be operated as the lead unit. When these units are a part of the engine consist or are being towed, dynamic brakes must not be used.

BETWEEN BRISTOL AND OOLTEWAH; ASHEVILLE AND NEW LINE; BULLS GAP AND LEADVALE JUNCTION; SEVIER YARD AND COSTER; KNOXVILLE AND HARRIMAN JUNCTION.

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Units.....	4-4	(a) 268,000 lbs.
Diesel Units.....	6-6	(a) 414,000 lbs.
Loaded Cars.....	4 Wheel Trucks	263,000 lbs.
Loaded Cars.....	6 Wheel Trucks	270,000 lbs.

(a) While engines are on most westerly span of Tennessee River Bridge, MP 159.0-A, not more than the number of amperes per traction motor shown in the table below shall be used. If necessary the train shall be doubled away to limit amperage needed.

Type of Unit	Number of Units Coupled						
	1	2	3	4	5	6	7
F7 or GP7 with 12 tooth pinion	*NL	*NL	500	375	300	250	210
Other 4-4 units	*NL	*NL	600	450	360	300	260
6-6 units	*NL	*NL	470	350	280		

*NL—Not limited by structure.

BETWEEN KNOXVILLE, SEVIER YARD AND CUMBERLAND GAP.

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Units.....	4-4	(b) 268,000 lbs.
Diesel Units.....	6-6	(b) 414,000 lbs.
Loaded Cars.....	4 Wheel Trucks	(a) 251,000 lbs.
Loaded Cars.....	6 Wheel Trucks	(a) 270,000 lbs.

Load limits between Cumberland Gap and Middlesboro to be governed by L&N timetable & Special Instructions.

(a) Loaded 4 axle cars—gross weight 210,000 lbs.—minimum length 34'-0" and 6 axle cars—gross weight 300,000 lbs.—minimum length 38'-6" may be operated between Cumberland Gap and Middlesboro.

(b) Not more than 2 diesel units type 6-6 or 4 diesel units type 4-4 may be operated coupled except 2 diesel units type 6-6 with one diesel unit type 4-4 weighing not more than 236,000 lbs. or one diesel unit model F7 may be operated. Diesel units type 6-6 and model GP35 must not be handled between Cumberland Gap and Middlesboro.

GP-7 units and GP-9 units must not be operated more than 20 MPH over trestles Nos. 9 and 10 on the Middlesboro Railroad (L&N Trackage).

BETWEEN CLINTON, LAKE CITY, FONDE, BRICEVILLE AND BEECH GROVE

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Units.....	4-4	(a)(c) 268,000 lbs.
Diesel Units.....	6-6	(b) 414,000 lbs.
Loaded Cars.....	4 Wheel Trucks	263,000 lbs.
Loaded Cars.....	6 Wheel Trucks	270,000 lbs.

(a) GP30 and GP35 units must not be handled between Jellico and Hyde. GP30 and GP35 units with antennas must not be handled between Vasper and Hyde.

(b) Diesel units type 6-6 weighing in excess of 394,500 lbs. must not be operated between Jellico and Hyde. Diesel Units type 6-6 weighing in excess of 342,000 lbs. must not be operated on Beech Grove Branch.

(c) SD-35 or similar diesel locomotives, not exceeding 394,000 lbs. gross weight per unit, may be operated on the Knoxville and Atlanta Division of L&N Railroad between Jellico and Arco not exceeding ten (10) MPH on Jellico Branch and Clear Fork Branch.

(d) U33C cannot be operated past steps on building at MP 3.79CB at Briceville, Tenn.

(e) GP38 & GP39 cannot be operated under coal tripple—Spur Track MP 2.48-CA

KNOXVILLE, MARYVILLE, KNOXVILLE BELT (NORTH BELT), FIRST CREEK SPUR, RIVER FRONT EXTENSION (SOUTH BELT) AND SOUTH KNOXVILLE SPUR

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Units.....	4-4	(a) 268,000 lbs.
Diesel Units.....	6-6	(a) (b) 414,000 lbs.
Loaded Cars.....	4 Wheel Trucks	(c) 263,000 lbs.
Loaded Cars.....	6 Wheel Trucks	270,000 lbs.

(a) Diesel units models GP35 with antennas, U30C, U33C, SD45, SD24 and GP30 must not be operated on South Knoxville Spur. Diesel units models GP35 and GP30 must not be operated on First Creek Spur.

(b) Diesel units type 6-6 must not be operated on First Creek Spur and River Front Extension. Diesel units type 6-6 weighing in excess of 342,000 lbs. must not exceed a speed of 10 MPH over Tennessee River Bridge, M.P. 0.9-KA.

- (c) Cars with 4 wheel trucks and weighing in excess of 220,000 lbs. may be handled only between Knoxville and Maryville.
- (d) GP38 & GP39 will not clear under Georgia Street overhead bridge MP 0.70-FC

BETWEEN CHATTANOOGA AND MEMPHIS

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Units.....	4-4	(a) 268,000 lbs.
Diesel Units.....	6-6	(a) 414,000 lbs.
Loaded Cars.....	4 Wheel Trucks	(a) 263,000 lbs.
Loaded Cars.....	6 Wheel Trucks	270,000 lbs.

System and L&N engines, cars, derricks, pile drivers and other roadway equipment may be operated provided weights and other restrictions shown are not exceeded.

U33C cannot be handled on tracks No. 2 through 13 inclusive at Chattanooga Passenger Terminal.

U33C cannot be handled under or beyond Overhead bridge at MP R-3.4 on River Division Belt at Chattanooga, Tenn.

GP38 or GP39 will not clear on any track adjacent to train sheds at Chattanooga Passenger Terminal.

(a) Diesel units type 4-4 weighing in excess of 256,000 lbs. and type 6-6 weighing in excess of 342,000 lbs. and loaded cars with 4 wheel trucks weighing in excess of 256,000 lbs. must not be handled between Wauhatchie and Stevenson.

Trains handling such cars loaded must not exceed 15 MPH on Tennessee River Drawbridge, L&N (M.P. 123.1), Bridgeport, Alabama.

Following L&N diesel units are heaviest in their class that are operated in multiple units between Decatur Jct. and Decatur.

TYPE	WEIGHT	TYPE	WEIGHT
U-25-B	264,190 lbs.	SD-35	392,340 lbs.
C-420	258,000 lbs.	C-628	396,360 lbs.
RS-3	258,500 lbs.	E-8	333,250 lbs.
GP-30	256,000 lbs.	F-7	230,000 lbs.
GP-35	256,700 lbs.	FP-7	256,000 lbs.
U-28-C	372,000 lbs.	GP-7	236,300 lbs.
U-25-C	394,690 lbs.	*GP-40	276,000 lbs.

* Maximum of eight units coupled.

U33C cannot be handled on Lilly Company spur track under Monroe Avenue Overhead bridge, MP 551.4A at Memphis, Tenn.

BETWEEN SHEFFIELD AND FLORENCE

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Unit.....	660-HP	199,500 lbs.
Loaded Cars.....		(a) 150,000 lbs.

Engines must not be operated coupled on this line.

(a) Cars weighing in excess of 150,000 lbs. but not exceeding 200,000 lbs., with minimum truck centers 25' 3" for four wheel trucks, may be operated if separated from any other car in excess of 46,000 lbs. or from any engine by at least one car not exceeding 46,000 lbs.

DERRICKS

Derricks are numbered Sou.-903001 thru 903024 and Sou-903026 thru 903029. For the purpose of these restrictions, the derricks are divided into groups as follows:

- Group 1 Derricks Sou.-903002, 12, 13, 14, 16 & 26.....(250 ton derricks)
- Group 2 Derricks Sou.-903010, 11, 15, 17, 18, 19, 20, 23, 24 & 29.....(150 ton derricks)
- Group 3 Derricks Sou-903005, 06, 07, 08 & 09.....(150 ton derricks)
Derricks Sou-903004 & 27.....(120 ton derricks)
- Group 4 Derricks Sou-903021.....(120 ton derricks)
Derricks Sou-903003, 22 & 28.....(100 ton derricks)
- Group 5 Derricks Sou-903001.....(150 ton derricks)

A. General restrictions applying to all lines.

(1) Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs.

(2) Derricks must not be operated over structures on side or industrial tracks except with specific authorization.

(3) Derrick speed must not exceed the smallest of the following:

a. Authorized freight train speed.

b. Group 1 derricks, 50 MPH; Derricks Sou-903005, 06, 11, 21 & 24, 30 MPH; all other derricks, 25 MPH.

c. Speed, if any, given in special restrictions below for line over which derrick is being operated.

B. Special restrictions:

Clearance restrictions given below are for derricks with stack removed for those derricks with removable stacks.

(1) Group 5 Derrick must not be operated over any line on the division.

(2) All derricks must not exceed a speed of 20 MPH over Lonesome Valley Viaduct, M.P. 54.0-CG.

(3) Derricks Sou-903004, 07, 20 & 27 may be handled to but not through or beyond Indian Grave Tunnel, M.P. 37.0-C.

(4) All derricks may be handled to but not over Tennessee River Bridge, M.P. 5.7-MF.

(5) Only derricks Sou-903003, 05, 18, 22, 23, 28 & 29 will clear under Coal Tipple on spur track at M.P. 2.48-CA.

(6) Derricks Sou-903004, 07, 20 & 27 will not clear through Tunnel, M.P. 0.3-SKS, on South Knoxville Spur.

(7) Groups 1 & 2 may be handled to but not over Holston River Bridge, M.P. 5.2-RF, on River Front Extension.

(8) Only Derricks Sou-903003, 05, 11, 17, 18, 21, 22, 23, 28 & 29 will clear under Magnolia Avenue Overhead Bridge on First Creek Spur.

(9) Group 1 Derricks must not be handled between Cumberland Gap and Middlesboro (L&N trackage) and between Vasper and Fonde.

(10) Between Wauhatchie and Stevenson (L&N trackage) Group 1 Derricks must have at each end of derrick at least two (2) spacer cars weighing not more than 50,000 lbs. gross each and must not exceed five (5) MPH over L&N bridges M.P. 122.6 and M.P. 123.1

16. PASSENGER TRAIN NOTES

When necessary passenger trains will wait for connections as indicated below. Instructions will be issued in cases of unusual conditions.

Train No.	Wait at	For	Time
17	Bristol.....	N. & W. Ry.	17
18	Chattanooga...	Crescent Div.	18
			Indefinitely
			Indefinitely

CONDITIONAL STOPS

The following additional signs when placed before the figures of the schedule indicate:

(a) Receive and discharge revenue passengers only.

(b) Receive or discharge revenue passengers from or to Knoxville and points west and from or to points east of Bristol.

(c) Stop to receive or discharge revenue passengers to or from Bristol and Knoxville or beyond.

DIVISION OFFICERS

J. W. Huckaby, Superintendent Terminals	Knoxville, Tenn.
J. B. Sterchi, Superintendent Terminals	Memphis, Tenn.
V. N. Coulter, Trainmaster	Knoxville, Tenn.
R. L. Straight, Trainmaster	Knoxville, Tenn.
C. R. Torbett, Jr., Trainmaster	Cleveland, Tenn.
J. R. Willis, Trainmaster	Greeneville, Tenn.
C. A. Stevenson, Jr., Trainmaster	Sheffield, Ala.
J. B. Guess, Trainmaster	Sheffield, Ala.
R. C. Sharp, Ass't Trainmaster	Sheffield, Ala.
C. L. Longworth, Ass't. Trainmaster	Knoxville, Tenn.
R. D. Brewton, Terminal Trainmaster	Knoxville, Tenn.
C. C. Dowling, Terminal Trainmaster	Knoxville, Tenn.
C. W. Torbush, Terminal Trainmaster	Knoxville, Tenn.
A. G. Troyer, Terminal Trainmaster	Knoxville, Tenn.
A. M. Ott, Terminal Trainmaster	Knoxville, Tenn.
H. D. Brown, Terminal Trainmaster	Knoxville, Tenn.
E. T. Payne, Jr., Terminal Trainmaster	Knoxville, Tenn.
J. E. Johnson, Terminal Trainmaster	Knoxville, Tenn.
J. E. Hibbard, Terminal Trainmaster	Memphis, Tenn.
J. T. Gravatt, Terminal Trainmaster	Memphis, Tenn.
W. W. Mitchell, Terminal Trainmaster	Memphis, Tenn.
T. L. Stone, Terminal Trainmaster	Sheffield, Ala.
R. V. Earnhardt, General Yardmaster	Sheffield, Ala.
H. E. Warren, System General Road Foreman of Engines	Atlanta, Ga.
G. Goldston, General Road Foreman of Engines	Atlanta, Ga.
J. I. Vardaman, Jr., General Road Foreman of Engines	Birmingham, Ala.
J. S. Anderson, General Road Foreman of Engines	Chattanooga, Tenn.
I. R. Mauney, Road Foreman of Engines	Atlanta, Ga.
W. A. Kilgore, Road Foreman of Engines	Knoxville, Tenn.
J. A. Collins, Road Foreman of Engines	Knoxville, Tenn.
M. W. West, Road Foreman of Engines	Knoxville, Tenn.
G. S. Rader, Road Foreman of Engines	Knoxville, Tenn.
F. N. Duke, Jr., Road Foreman of Engines	Knoxville, Tenn.
C. L. Mauldin, Road Foreman of Engines	Knoxville, Tenn.
L. N. Gravitt, Road Foreman of Engines	Sheffield, Ala.
A. E. Chambers, Division Engineer	Knoxville, Tenn.
D. A. Sharp, Ass't. Division Engineer	Knoxville, Tenn.
W. F. Tolley, Ass't. Division Engineer	Sheffield, Ala.
O. E. Dyer, Chief Dispatcher	Knoxville, Tenn.

PHYSICIANS DIRECTORY

NAME	LOCATION
D. William Brosnan, III, OPH	Asheville, N. C.
L. T. Robertson, GP	Asheville, N. C.
J. M. Sloan, GP	Asheville, N. C.
J. P. Chapman, Jr., SURG	Asheville, N. C.
R. Y. Moon, INT	Asheville, N. C.
R. P. Crouch, SURG	Asheville, N. C.
W. H. McCall, EENT	Asheville, N. C.
E. E. Moore, OPH	Asheville, N. C.
J. B. Galloway, ORTHO	Asheville, N. C.
W. M. Watts, ORTHO	Asheville, N. C.
W. E. Foree, GP	Athens, Tenn.
R. A. Repass, GS	Bristol, Tenn.
H. W. Bachman, Jr., ORTHO	Bristol, Tenn.
E. T. Buchanan, GS	Bristol, Tenn.
F. G. Gear, INT	Bristol, Tenn.
S. Wike, OPH	Bristol, Tenn.
K. Lowry, GS	Bristol, Tenn.
H. W. Bachman, GP & SURG	Bristol, Tenn.
A. J. Mosrie, OPH	Kingsport, Tenn.
F. T. Newell, Jr., GS	Chattanooga, Tenn.
J. M. Frere, RAD	Chattanooga, Tenn.
C. E. Newell, GS	Chattanooga, Tenn.
C. R. Kirk, OHP & OTO	Chattanooga, Tenn.
R. M. Landry, GS	Chattanooga, Tenn.
R. E. Mabe, INT	Chattanooga, Tenn.
M. H. Swann, INT	Chattanooga, Tenn.
W. H. Steele, Jr., OPH	Chattanooga, Tenn.
W. H. Price, ORTHO	Chattanooga, Tenn.
W. G. Stephenson, GS	Chattanooga, Tenn.
A. McCravey, NEURO	Chattanooga, Tenn.
C. H. Taylor, GP & SURG	Cleveland, Tenn.
F. K. Jones, GS	Cleveland, Tenn.
H. Hedden, Jr., GP	Clinton, Tenn.

H. W. Fox, GS	Greeneville, Tenn.
R. G. Brown, GP	Greeneville, Tenn.
L. A. Killeffer, GP & SURG	Harriman, Tenn.
H. S. Jones, GP	Harriman, Tenn.
F. J. Hooper, GP & SURG	Harriman, Tenn.
S. C. Fain, GP	Jefferson City, Tenn.
G. A. Rannick, GS	Johnson City, Tenn.
T. P. McKee, OPH	Johnson City, Tenn.
W. D. Hankins, RAD	Johnson City, Tenn.
C. H. Long, SURG	Johnson City, Tenn.
T. F. Stevens, ORTHO	Knoxville, Tenn.
H. D. Peters, GS	Knoxville, Tenn.
J. H. Leshner, GP	Knoxville, Tenn.
C. H. Dabbs, GS	Knoxville, Tenn.
H. L. Neuenschwander, INT	Knoxville, Tenn.
W. M. Law, INT	Knoxville, Tenn.
W. W. Powers, INT	Knoxville, Tenn.
E. S. Clayton, SURG	Knoxville, Tenn.
E. E. Miller, EENT	Knoxville, Tenn.
O. E. Ballou, EENT	Knoxville, Tenn.
L. L. Knight, OTO	Knoxville, Tenn.
L. J. Willien, ORTHO	Knoxville, Tenn.
J. M. Frere, Jr., RAD	Knoxville, Tenn.
M. L. Davis, GP	LaFollette, Tenn.
J. S. Burrell, GP	Lake City, Tenn.
J. L. McElroy, GP	Marshall, N. C.
J. F. Manning, GP	Maryville, Tenn.
S. H. Flowers, GS	Middlesboro, Ky.
J. H. Kinser, GP	Morristown, Tenn.
F. M. Valentine, Jr., GP	Newport, Tenn.
S. J. Van Hook, GP	Oliver Springs, Tenn.
J. E. Tittle, ORTHO	Oak Ridge, Tenn.
T. A. Lowry, GP	Sweetwater, Tenn.
D. H. Hodges, GP	Scottsboro, Ala.
B. H. Moore, GP & SURG	Huntsville, Ala.
E. L. Tate, EENT	Huntsville, Ala.
C. H. Burt, SURG	Decatur, Ala.
G. B. Wilder, Jr., SURG	Decatur, Ala.
S. S. Roberts, EENT	Florence, Ala.
R. G. Hightower, EENT	Florence, Ala.
G. R. Melson, ORTHO	Florence, Ala.
W. H. Blake, Jr., SURG	Sheffield, Ala.
W. H. Blake, III, SURG	Sheffield, Ala.
W. E. McGrath, OPH	Sheffield, Ala.
A. H. Carmichael, INT	Sheffield, Ala.
E. F. Apple, GP	Colliersville, Tenn.
M. H. McRae, SURG	Corinth, Miss.
R. B. Warriner, Jr., GP & SURG	Corinth, Miss.
D. W. Hamrick, EENT	Corinth, Miss.
B. Malone, II, GS	Memphis, Tenn.
D. F. Fisher, OPH	Memphis, Tenn.
H. Francis, GS	Memphis, Tenn.
L. D. Wright, Jr., OTO	Memphis, Tenn.
W. R. Mitchum, RAD	Memphis, Tenn.
C. D. Hawkes, NEURO	Memphis, Tenn.
M. Moore, ORTHO	Memphis, Tenn.

KEY TO PHYSICIANS DIRECTORY

- GP—General Practice
- GS—General Surgery
- SURG—Surgery
- INT—Internal Medicine
- ORTHO—Orthopedics (bone)
- OTO—Otolaryngology (ear)
- OPH—Ophthalmology (eye)
- RAD—Radiology (x-ray)
- NEURO—Neurosurgery
- PSY—Psychiatry
- EENT—Eye, Ear, Nose, and Throat
- CARDIO—Cardiology (heart)
- DERM—Dermatology (skin)
- PATH—Pathology (laboratory)
- DENT SURG—Dental Surgery
- URO—Urology (kidneys and bladder)

WATCH INSPECTORS

The Jewel Box, Inc.	Bristol, Va.-Tenn.
Tom Moore Jewelry	Cleveland, Tenn.
J. M. Sanders Jewelry Co.	Chattanooga, Tenn.
Lake Jewelers, Inc.	Clinton, Tenn.
Paxton Jewelers	Greeneville, Tenn.
Stewart's Jewelry	Harriman, Tenn.
I. N. Beckner & Son	Johnson City, Tenn.
Max Friedman	Knoxville, Tenn.
Clifton's, Inc.	Morristown, Tenn.
Suggs Jewelers	Newport, Tenn.
Karr, Inc.	Asheville, N.C.
Smith's Jewelry	Williamsburg, Ky.
Wales Jewelry Co.	Scottsboro, Ala.
Mefford's Jewelry Co.	Florence, Ala.
Best Jewelry Co.	Sheffield, Ala.
J & P Jewelry	Tuscumbia, Ala.
Little Jewelry Store	Corinth, Miss.
Gene Lott Jewelers	Memphis, Tenn.

ASSIGNMENT OF AGENTS AND OPERATORS

STATIONS	WEEK-DAY	SAT. & SUNDAY
Bristol	Continuous	Continuous
Bluff City	7:00 A.M. to 4:00 P.M.	Closed
Johnson City	6:00 A.M. to 3:00 P.M.	Same as week-day, closed Sunday
Jonesboro	7:00 A.M. to 4:00 P.M.	Closed
Greeneville	Continuous	Saturday same as week days, Sunday closed 7 A.M. to 3 P.M.
Bulls Gap	7:30 A.M. to 11:30 P.M.	Same as week-day
Morristown	Continuous	Continuous
Jefferson City	8:00 A.M. to 5:00 P.M.	Closed
Mascot	7:00 A.M. to 3:00 P.M.	Closed
Sevier Yd.	Continuous	Continuous
Lenoir City	7:00 A.M. to 4:00 P.M.	Closed
Loudon	8:00 A.M. to 5:00 P.M.	Closed
Sweetwater	8:00 A.M. to 5:00 P.M.	Same as week-day, closed Sunday
Niota	8:00 A.M. to 5:00 P.M.	Closed
Athens	8:00 A.M. to 5:00 P.M.	Closed
Charleston	Continuous	Continuous
Cleveland	7:00 A.M. to 11:00 P.M.	Same as week-day
Ooltewah	Continuous	Continuous
Powell	6:00 A.M. to 3:00 P.M.	Same as week-day
Clinton	Continuous	Continuous
Oliver Springs	8:00 A.M. to 5:00 P.M.	Same as week-day, closed Sunday
Blair	8:00 A.M. to 4:30 P.M.	Closed
Harriman	Continuous	Continuous
Lake City	8:00 A.M. to 5:00 P.M.	Same as week-day, closed Sunday
Caryville	8:00 A.M. to 5:00 P.M.	Closed
Jellico	7:30 A.M. to 4:30 P.M.	Same as week-day, closed Sunday
Clairfield	8:00 A.M. to 5:00 P.M.	Closed
Pruden	8:00 A.M. to 5:00 P.M.	Closed
Tazewell	8:00 A.M. to 5:00 P.M.	Closed
Tiprell	8:00 A.M. to 5:00 P.M.	Closed
Alcoa	8:00 A.M. to 5:00 P.M.	Closed
Maryville	8:00 A.M. to 5:00 P.M.	Closed
Asheville	Continuous	Continuous
Marshall	Continuous	Continuous
Hot Springs	8:00 A.M. to 5:00 P.M.	Same as week-day
Del Rio	6:00 P.M. to 3:00 A.M.	Closed Sunday & Monday
Newport	6:00 A.M. to 2:00 P.M.	Same as week-day, closed Sunday
Leadvale	Continuous	Continuous
Lowland	8:00 A.M. to 5:00 P.M.	Closed
Stevenson	Continuous	Continuous
Scottsboro	8:00 A.M. to 5:00 P.M.	Closed
Gurley	8:00 A.M. to 5:00 P.M.	Closed
Huntsville	11:00 P.M. to 3:00 P.M.	Monday thru Saturday, closed Sunday, 7 A.M. to 11 P.M.

Decatur	Continuous	Continuous
Town Creek	8:00 A.M. to 5:00 P.M.	Closed
Sheffield Yd.	Continuous	Continuous
Cherokee	7:30 A.M. to 4:30 P.M.	Same as week-day, closed Sunday
Margerum	8:00 A.M. to 5:00 P.M.	Closed
Iuka	8:00 A.M. to 5:00 P.M.	Closed
Corinth	6:30 A.M. to 2:30 P.M.	Same as week days
	6:30 P.M. to 2:30 A.M.	
Middleton	Continuous	Continuous
Saulsbury	8:00 A.M. to 5:00 P.M.	Closed
Grand Jct.	8:00 A.M. to 2:00 P.M.	Same as week-day.
Rossville	7:00 A.M. to 4:00 P.M.	Closed
Collierville	8:00 A.M. to 5:00 P.M.	Closed
Forrest Yd.	Continuous	Continuous

BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Name	M.P. Location	Station Number	Car Capy.	Open End
Bideo	2.4A	2A	34	East
*Universal	3.3A	3A	19	West
*Farragut	4.1A	4A	33	East
*TVA	8.5A	9A	12	East
*TVA	14.0A	14A	14	West
Piney Flats	16.0A	16A	7	West
Watagua	19.8A	20A	20	Both
Reeves	29.0A	29A	5	West
Washington College	40.2A	40A	2	West
Limestone	43.3A	43A	24	Both
Willis K. Berry Spur	45.8A	46A	5	East
Chuckey	47.1A	47A	21	Both
Greeneville Iron Co.	52.8A	52A	7	West
Mosheim	65.5A	66A	13	West
Midway	67.5A	67A	10	West
Whitesburg	79.1A	79A	21	West
Russellville Industrial Park	84.0A	84A	54	West
Metrogas Co.	84.6A	85A	6	East
Alpha	94.6A	95A	5	East
Talbott	97.1A	97A	7	West
*Jefferson City Cabinet Co.	100.6A	101A	37	West
*American Zinc Co.	101.0A	102A		East
*New Jersey Zinc Co.	101.0A	102A	Lead	East
*Universal Mine	102.2A	103A	Lead	West
*American Zinc Co.	105.3A	105A		East
*Tri-State Zinc Co.	105.3A	105A	Lead	East
New Market	105.9A	106A	13	East
*American Zinc Co.	108.2A	108A	56	West
*American Zinc Co.	110.0A	110A	201	East
*Holston Quarry Co.	114.5A	115A	113	West
*McMillan	121.2A	121A	7	East
Alexander	S152.5	S153	24	West
Rollins	S162.0	S162	43	Both
Barnard	S170.9	S171	6	Both
Stackhouse	S174.8	S175	6	East
Paint Rock	S185.2	S185	10	East
Wolf Creek	S189.2	S189	50	Both
Wolf Creek Mine Spur	S199.2	S199	3	East
White Pine	S219.0	S219	30	Both
*Hydratane	130.4A	130A	4	East
*G. E.	133.2A	133A	7	East
*JFG	133.5A	134A	14	West
*Linde	133.6A	134A	10	West
Dedie	135.1A	135A	31	West
*Jewel	135.2A	135A	6	East
Concord	145.1A	141A	11	West
*Visking Corp.	158.8A	159A	Lead	East
Loudon Farmers Coop.	161.9A	161A	4	West
AAC	169.3A	169A	10	East
*Wood	174.0A	174A	14	East
Reagan	176.7A	176A	8	West
*Hydratane	178.2A	178A	7	West
Hiwassee	185.7A	186A	9	East
*Athens Bed Co.	186.9A	187A	20	East
Riceville	193.4A	193A	25	Both
Calhoun	200.0A	200A	258	Both
*T.V.A. Spur	208.9A	209A	8	West
*Bendix	209.6A	210A	14	East
*Maxwell	11.0CG	11CG		
Maloneyville	11.8CG	12CG	9	Both
Corryton	17.9CG	18CG	3	South
*Chesney	24.3CG	24CG	1	South
Powder Springs	27.1CG	27CG	5	North
*Williams Springs	37.9CG	38CG	4	North
Lone Mountain	44.5CG	45CG	20	Both
Arthur	61.4CG	61CG	17	Both
*KUB Spur	1.4CO	1CO	6	North
*T.V.A. Spur	1.5CO	2CO	10	North
*Shalite	2.0CO	2CO	13	North
Inskip	3.9C	4C	8	Both
*Dante	5.9C	6C	36	North
Peak	17.5C	18C	3	South
*Maples	25.5C	26C	3	South
*Knapp	28.7C	29C	43	Both
*Disney	33.5C	34C	3	South
Vaspar	33.7C	36C	2	South
*Red Ash	39.4C	39C	25	Both
*Silica	40.4C	40C	9	South

Name	M.P. Location	Station Number	Car Capy.	Open End
*Block	42.1C	42C	10	South
*Diamond No. 3	43.1C	43C	14	South
*Turley	44.3C	44C	42	Both
*Royal Blue	46.0C	46C	210	North
*Stanfiel	51.3C	51C	1	South
*Anthras	76.5C	76C	30	North
*Eagan	76.9C	77C	20	North
*Ausmus	80.5C	80C	10	South
*Kidwell	82.8C	83C	31	Both
*Pruden No. 1	84.0C	84C	2	North
*Pruden No. 2	84.3C	84C	105	Both
*Dosssett	27.0D	27D	10	North
*Marlow	28.7D	29D	4	South
Scandlyn Lumber Co.	45.2D	45D	2	South
*Tenco	8.2KA	8KA	72	North
Rockford	10.6KA	10KA	15	Both
*North Point	11.9KA	12KA	23	Both
Vose	13.4KA	14KA	33	Both
Harper	2.5T	3T	5	West
Fackler	286.5A	286A	14	West
*Revere Copper Co.	299.0A		Lead	East
Larkinsville	303.1A	303A	14	Both
Woodville	313.4A	313A	20	East
Brownsboro	327.6A	328A	21	Both
*Ragland Bros. Co.	329.7A	329A	Lead	West
Barber-Coleman	333.6A	334A	8	West
*Van Dyke	336.1A	336A	Lead	West
*U.S. Plywood	343.3A	343A	4	East
*Redstone Arsenal	344.0A	344A	Yard	East
*Indian Creek	345.9A	346A	Lead	East
Dunlop Lead	347.9	348A	Lead	Both
Madison	348.7A	348A	13	East
Ag.-Serv. Inc.	354.0A	354A	5	West
Greenbrier	354.2A	354A	6	East
Bell Mina	356.3A	356A	17	Both
Trinity	369.4A	369A	6	East
Hillsboro	375.8A	376A	5	West
Robertson Jct.	381.6A	382A	Lead	East
*Forest Hill Farms	392.8A	393A	2	East
*Emco Listerhill Jct.	399.5A		Lead	Wye
*Evans City	3.9ME	5ME	Lead	East
*Listerhill	4.6ME	4ME	Lead	Both
*Robbins	NA2.8	NA2	Lead	West
*Emco	6.0ME	6ME	Lead	East
*Sorg	NA3.4	NA4	Lead	West
Florence	7.8MF	7MF	Yard	West
Tuscumbia	406.0A	406A	Yard	East
*Tri State Spur	408.8A	409A	Lead	East
*TVA Siding	414.0A	414A	40	Both
Barton	417.9A	418A	41	Both
Glasrock Products Inc.	418.2A	418A	Lead	East
*Neill	421.0A	421A	55	Both
*Neill Storage Track	421.2A	421A	75	Both
*Vertagreen	421.5A	422A	Lead	Wye
*C&C Railway Lead	457.2A	457A	Yard	West
Wenasoga	464.2A	464A	5	West
Pocahontas	477.5A	478A	38	West
Rogers Spring	487.7A	488A	6	West
Lagrange	502.9A	503A	10	Both
Hen's Delight Egg Ranch	508.9A	509A	3	East
Moscow	512.8A	513A	20	Both
Tenn. Frozen Foods	521.6A	522A	Lead	West
*Piper	529.0A	529A	3	East
Day & Night Co.	529.6A	530A	21	Both
Bailey	531.4A	531A	7	East
Forest Hill	533.5A	534A	5	East
White	542.6A	543A	20	Both

Note—Stations marked thus (*) have no local or team tracks.

TELEPHONES IN ADDITION TO THOSE INDICATED IN STATION COLUMNS BY M.P. LOCATION

ASHEVILLE-ROE JCT.

S-143.3	S-145.6	S-150.0	S-152.5	S-153.2	S-154.0
S-161.5	S-161.9	S-164.7	S-169.0	S-170.9	S-174.6
S-176.4	S-178.9	S-180.1	S-182.0	S-189.2	S-198.6
S-200.3	S-201.9	S-205.3	S-205.6	S-206.5	S-206.7
S-211.0	S-212.3	S-217.5	S-219.0	S-220.0	S-222.4
S-224.2					

BRISTOL-KNOXVILLE

6.0A	19.8A	25.9A	26.8A	33.9A	40.4A
43.3A	47.1A	55.0A	55.9A	57.3A	58.9A
67.5A	79.0A	84.1A	87.0A	89.3A	90.0A
91.0A	92.0A	94.1A	97.1A	99.5A	100.1A
101.2A	102.3A	105.5A	106.0A	108.3A	110.0A
114.2A	114.8A	116.2A	118.5A		

KNOXVILLE-OOLTEWAH

132.3A	200.2A				
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STEVENSON-MEMPHIS

286.5A	299.0A	327.6A	334.3A	348.7A	358.9A
362.6A	362.8A	365.4A	375.8A	399.5A	399.8A
408.8A	421.5A	471.8A			

COSTER-CLINTON-JELLICO

2.6C	5.9C	9.8C	10.7C	20.3C	27.0C
35.7C	42.0C	43.0C	46.5C	48.3C	51.5C
58.8C	62.0C				

CLINTON-HARRIMAN

21.1D	28.7D	30.5D	39.0D	40.3D	44.0D
45.7D	48.0D				

BEVERLY BLOCK-COSTER

2.6CG	3.9CG	5.8CG			
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BULLS GAP-LEADVALE JCT.

8.0BL	10.5BL				
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TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	58	62.1	72	50.0	98	36.7
46	78.3	59	61.0	74	48.6	100	36.0
47	76.6	60	60.0	76	47.4	105	34.3
48	75.0	61	59.0	78	46.2	110	32.7
49	73.5	62	58.1	80	45.0	115	31.3
50	72.0	63	57.1	82	43.9	120	30.0
51	70.6	64	56.2	84	42.9	130	27.7
52	69.2	65	55.4	86	41.9	140	25.7
53	67.9	66	54.5	88	40.9	150	24.0
54	66.7	67	53.7	90	40.0	160	22.5
55	65.5	68	52.9	92	39.1	170	21.2
56	64.3	69	52.2	94	38.3	180	20.0
57	63.2	70	51.4	96	37.5	240	15.0