

**Think Safety. .  
Work Safely**

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**COUPLING SPEED NOT EXCEEDING  
4 MILES PER HOUR WILL**

**Prevent  
Lading  
Damage**

**Southern Railway System**

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**WESTERN LINES**

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**Appalachia Division**

**TIMETABLE NO.**

**5**

Effective 12:01 A. M., Eastern Standard Time

**Monday, August 14, 1972**

Eastern Standard Time will govern between all Stations.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

E. B. BURWELL ..... General Manager  
J. J. SEAY ..... Superintendent  
W. R. TRUETT ..... Assistant Superintendent

1 APPALACHIA

ANDOVER - BULLS GAP

(Eastern Standard Time)

WESTBOUND			Miles from Andover	Station Nos.	TImETABLE NO. 5 Effective August 14, 1972	Capacity of Tracks in Cars		EASTBOUND					
SECOND CLASS		FIRST CLASS				Siding	Other	FIRST CLASS	SECOND CLASS			THIRD CLASS	
121 Daily	53 Ex. Sun.	227 Ex. Sun.						228 Ex. Sun.	122 Daily	90 Daily	256 Daily	52 Ex. Sun.	
P. M.	P. M.	P. M.			Lv.	Ar.			P. M.	A. M.	P. M.	P. M.	A. M.
9 10 <sup>228</sup> <sub>256</sub>	8 20 <sup>228</sup> <sub>256</sub>	12 30	87.2	87 TC	BULLS GAP	PNC							
					BULLS GAP	P	Yard		7 00 <sup>53</sup> <sub>121</sub>	3 55		7 15 <sup>53</sup> <sub>121</sub>	2 00
					XYO (Yard Office)								
			84.0	84 TC	WHITE HORN		47	2					
9 25	8 30	1 07	83.0	83 TC	SUMMIT	P			6 48	3 25		6 58	1 30
			81.6	82 TC	OTES								
9 40	8 45	1 15	77.8	78 TC	CORAN	P		10	6 40	3 05		6 50	1 10
10 01	8 55	1 20	74.7	75 TC	McCLOUD	P		5	6 36	3 00		6 46	1 01
10 08	9 05	1 28	69.9	70 TC	BUREM	P	60	6	6 29	2 55		6 39	12 50
10 20	9 20	1 37	63.9	64 TC	SURGOINSVILLE	P	76		6 20	2 40		6 30	12 35
10 25	9 25	1 42	61.0	61 TC	STONY POINT	P		10	6 16	2 35		6 26	12 30
10 30	9 30	1 46	59.2	59 TC	GREENLAND	P		30	6 12	2 30		6 22	12 25
10 40	9 40	1 54	54.0	54 TC	CHURCH HILL	PD		10	6 04	2 25		6 14	12 15
10 53	9 45	1 58	51.5	51 TC	HOLSTON JCT.				6 00	2 20		6 10	12 10
10 54	9 46	1 59	51.3	51 TC	HOLSTON	P		15	5 59	2 19		6 09	12 09
11 01	9 50	2 10 <sup>228</sup>	46.0	46 TC	FRISCO YARD	PNC	223		4 00 <sup>227</sup>	2 10	A. M.	6 00	12 00 <sup>AM</sup>
11 15 <sup>53</sup>	10 00 <sup>122</sup>	P. M.	43.9	44 TC	YUMA	P		Yard	P. M.	2 00 <sup>53</sup>	10 50	5 50	11 50 <sup>121</sup>
11 25	P. M.		39.9	40 T	MOCCASIN GAP	NC				1 55	10 45	5 35	P. M.
11 35			38.3	38 T	GATE CITY	NCPD	39	15		1 50	10 40	5 30	
12 05 <sup>AM</sup>			27.8	28 T	COPPER	P	25			1 15	10 05	4 50	
12 15			24.9	25 T	GLENITA	P	15	10		1 05	9 55	4 40	
12 25			19.1	19 T	DUFFIELD	PNC		15		12 40	9 30	4 15	
12 30 <sup>122</sup>			15.8	16 T	TITO	P	71	2		12 30 <sup>121</sup>	9 20	4 05	
12 55			4.0	4 T	BIG STONE GAP	P	47	30		12 11	8 40	3 30	
1 05			1.0	1 T	APPALACHIA	P		Yard				3 25	
1 10 <sup>90</sup>			0.0	0 T	ANDOVER	PN		Yard		12 01	8 30 <sup>121</sup>		
A. M.	P. M.	P. M.			Ar.	Lv.			P. M.	A. M.	A. M.	P. M.	P. M.
Daily	Ex. Sun.	Ex. Sun.							Ex. Sun.	Daily	Daily	Daily	Ex. Sun.
121	53	227							228	122	90	256	52

No. 227 is superior to No. 228 Bulls Gap to Frisco Yard.

**MOCCASIN GAP – BRISTOL**

**APPALACHIA - 2**  
(Eastern Standard Time)

WESTBOUND			Miles from Andover	Station Nos.	TIMETABLE NO. 5 Effective August 14, 1972			Capacity of Tracks in Cars		EASTBOUND		
					STATIONS		Siding	Other				
			69.9	70T	Lv. YXB	BRISTOL (Yard Office) 3.7	PN	Yard				
			62.4	62T	X	BENHAM 2.1	P	23	3			
			39.9	40T	Ar.	MOCCASIN GAP 2.1	Lv.					

**CORAN – ROGERSVILLE**

(Eastern Standard Time)

WESTBOUND			Miles from Coran	Station Nos.	TIMETABLE NO. 5 Effective August 14, 1972			Capacity of Tracks in Cars		EASTBOUND		
					STATIONS		Siding	Other				
			0.0	78TC	Lv. X	CORAN	P					
			4.5	5TD	Ar.	ROGERSVILLE	D		20			

**ANDOVER – ST. CHARLES**

(Eastern Standard Time)

WESTBOUND				Miles from Andover	Station Nos.	TIMETABLE NO. 5 Effective August 14, 1972			Capacity of Tracks in Cars		EASTBOUND			
THIRD CLASS	SECOND CLASS					STATIONS		Siding	Other			THIRD CLASS		
	L. & N. 825 Ex. Sun.	61 Ex. Sun.									60 Ex. Sun.	L. & N. 826 Ex. Sun.		
	A. M.	A. M.		0.0	0T	Lv. XYOB	ANDOVER 1.0	BTW	PN	Yard	A. M.	A. M.		
		6 00		1.0	1T	X	APPALACHIA 3.2			Yard	10 45			
		6 20		5.8	5TB	X	CREST 1.9			80	10 05			
		6 26		7.7	7TB		KEOKEE 0.9			25	9 50			
	A. M.	6 35		11.6	11TB	X	BUNDY 0.9		P		9 35	A. M.		
	6 00	7 12		20.5		XYB	L&N JUNCTION, VA. 0.1				9 00	11 16		
	6 01	7 15		20.6	20TB		POCKET 2.8		P	16 50	8 59	11 15		
	6 15	7 40		23.4	23TB	Ar.	ST. CHARLES 2.8		PD	Yard	8 45	11 00		
	A. M.	A. M.							Lv.		A. M.	A. M.		
	Ex. Sun. 825 L. & N.	Ex. Sun. 61									Ex. Sun. 60	Ex. Sun. 826 L. & N.		

**3 APPALACHIA**

**ANDOVER – MILLER YARD**

(Eastern Standard Time)

			Station Nos.	Miles from Stonega	TIMETABLE NO. 5 Effective August 14, 1972	Capacity of Tracks in Cars						
WESTBOUND						Other	Siding	EASTBOUND				
			STATIONS									
			5	4.5	X	ANDOVER	Yard					
			5	5.0	X	APPALACHIA	Yard					
			9	9.0	X	KENT JUNCTION		112				
			11	11.5	X	BLACKWOOD		22				
			14	14.5	X	DORCHESTER JUNCTION		30				
			16	16.0	X	NORTON	Yard					
			17	17.6	X	HAWTHORNE		25				
			25	25.8		MAYTOWN		15				
			33	33.5	X	MILLER YARD	Yard					

**WENTZ – ANDOVER**

(Eastern Standard Time)

			Station Nos.	Miles from Wentz	TIMETABLE NO. 5 Effective August 14, 1972	Capacity of Tracks in Cars						
WESTBOUND						Other	Siding	EASTBOUND				
			STATIONS									
			0	0		WENTZ		70				
			1	1.7		STONEGA		100				
			2	3.2	X	MUDLICK		65				
			3	4.8	X	CROSSBROOK		38				
			5	6.2	X	ANDOVER	Yard					

**RODA -- MUDLICK**

(Eastern Standard Time)

			Station Nos.	Miles from Roda	TIMETABLE NO. 5 Effective August 14, 1972	Capacity of Tracks in Cars						
WESTBOUND						Other	Siding	EASTBOUND				
			STATIONS									
			R2	0.0		RODA		25				
			R1	2.8	X	OSAKA		70				
			2	3.5	X	MUDLICK		65				

**HOLTON – DIXIANA**

(Eastern Standard Time)

			Station Nos.	Miles from Holton	TIMETABLE NO. 5 Effective August 14, 1972	Capacity of Tracks in Cars						
WESTBOUND						Other	Siding	EASTBOUND				
			STATIONS									
			GG3	0.0	X	HOLTON		40				
			GD6	5.8		DIXIANA No. 2		15				
			GD7	7.0		DIXIANA No. 1		60				

**DERBY – ANDOVER**

APPALACHIA – 4  
(Eastern Standard Time)

WESTBOUND			Station Nos.	Miles from Andover	TIMETABLE NO. 5 Effective August 14, 1972		Capacity of Tracks in Cars		EASTBOUND		
					STATIONS		Other	Siding			
			A2	2.7				25			
			5	0.0	X	DERBY ANDOVER	Yard				

**KENT JUNCTION – PARDEE**

(Eastern Standard Time)

WESTBOUND			Station Nos.	Miles from Kent Jct.	TIMETABLE NO. 5 Effective August 14, 1972		Capacity of Tracks in Cars		EASTBOUND		
					STATIONS		Other	Siding			
			9	0.0	X	KENT JUNCTION		112			
			P2	1.7	X	CANE PATCH		70			
			P4	4.3	X	ROARING FORK					
			P5	5.3	X	DUNBAR		25			
			P7	6.7		WHITFIELD SIDING		15			
			P8	6.9		BAND MILL		25			
			P9	8.0		PARDEE		50			

**ROARING FORK – PINE BRANCH**

(Eastern Standard Time)

WESTBOUND			Station Nos.	Miles from Roaring Fork	TIMETABLE NO. 5 Effective August 14, 1972		Capacity of Tracks in Cars		EASTBOUND		
					STATIONS		Other	Siding			
			P4	0.0	X	ROARING FORK					
			PB3	2.3		PINE BRANCH					

**DORCHESTER JCT. – DORCHESTER**

(Eastern Standard Time)

WESTBOUND			Station Nos.	Miles from Dorchester Junction	TIMETABLE NO. 5 Effective August 14, 1972		Capacity of Tracks in Cars		EASTBOUND		
					STATIONS		Other	Siding			
			14	0.0	X	DORCHESTER JUNCTION		30			
			D2	1.1		DORCHESTER	Yard				

**NORTON – GLAMORGAN**

(Eastern Standard Time)

WESTBOUND			Station Nos.	Miles from Norton	TIMETABLE NO. 5 Effective August 14, 1972		Capacity of Tracks in Cars		EASTBOUND		
					STATIONS		Other	Siding			
			16	0.0		NORTON	Yard				
			G1	1.0		ESSERVILLE SCALES		55			
			G2	1.8		ESSERVILLE		15			
			G3	4.2		HOLTON		40			
			G4	5.5		GLAMORGAN		30			

## SPECIAL INSTRUCTIONS

## CONSULT BULLETIN BOOKS (Rule GR-10)

ALL REGULAR EASTBOUND Trains are superior to trains of the same class in the opposite direction in accordance with Rule S-72; EXCEPT, No. 227 is superior to No. 228 Bulls Gap to Frisco Yard.

## 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:

All Trains  
Interstate Railroad

TRAINS MUST receive a clearance card before leaving:

- (A) Andover—All Trains.  
(B) Bristol—All Trains at BD office.  
(C) Bulls Gap—All Trains.

2. BULLETIN BOOKS  
(Rules GR-10, 856, 1011, and 1076)

Andover Yard	St. Charles
Frisco Yard	Kingsport
Bristol Yard	Bulls Gap Yard

3. TRAIN REGISTERS  
(Rules 83, 83(a) and 83(b))

Andover	Moccasin Gap—
L. & N. Jct., Va.	Note 3
—Note 1	Bristol Yard
Crest—Note 2	Yuma—Note 4
St. Charles	Frisco Yard—
Bristol—Pgr. Sta.	Note 5
	Bulls Gap Yard

- Note 1—Scheduled trains.  
Note 2—Eastbound trains.  
Note 3—Bristol Line.  
Note 4—Eastbound trains.  
Note 5—Train Nos. 53, 52, 227 and 228.

All westbound trains will check register at Yuma unless otherwise instructed.

4. STANDARD CLOCKS  
(Rule 3)

Andover Interstate Dispatchers Office
Andover Yard
Bristol—Pgr. Sta.
Bulls Gap Yard

5. RAILROAD CROSSINGS AT GRADE  
Not interlocked (Rule 98)

Dorchester Junction	Dorchester Branch
Norton	N. & W. Ry.

## 6. JUNCTIONS

(Interlocked (Rules 98, 300A to 300F and 505 to 671))

Bristol.....N. &amp; W. Ry.

## Not interlocked (Rule 98)

Andover.....	Derby Line
Kent Junction.....	Roaring Fork Line
Dorchester Junction.....	L&N R R., Dorchester Line
Norton.....	N&W Ry., Glamorgan Line
Miller Yard.....	Clinchfield R. R.
Mudlick.....	Roda Line
Roaring Fork.....	Pine Branch Line
Holton.....	Dixiana Line
Moccasin Gap.....	Holston River Line
Appalachia.....	St. Charles Line
Coran, Tenn.....	Rogersville Line
L. & N. Jct., Va.....	L. & N. Ry.
Bristol.....	Knoxville Line, N. & W. Ry.
Bulls Gap.....	Bristol Line
	Leadville cut off and
	Holston River Line
Frisco Yard.....	Sheriff R. R., Clinchfield R. R.
Appalachia.....	Int. R. R.; L. & N. R. R.

7. TRAIN MOVEMENTS  
(Rules 5 and 82 to 671)

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.

Bulls Gap Yard (Andover-Bulls Gap Trains Only).  
Frisco Yard and Moccasin Gap.

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

Before an extra train can be run between Andover and L&N Jct., crew on trains 60 and 61 must be contacted. Trains 60 and 61 will not protect against extra trains between Andover and L&N Jct., unless instructed to do so by dispatcher.

On descending grades from Crest and Derby the following additional instructions will apply:

After train is made solid, all air hoses coupled, and angle cocks properly positioned, the brake pipe must be charged to 100 pounds pressure for 20 minutes before brake test is made.

After air brake system is thus charged and upon receiving the signal to apply brakes, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by pipe gauge, after which brake pipe reduction must be increased to full service. Inspection must be made to determine that brakes are applied on each car. When this inspection has been completed the release signal must be given and when brakes have released train will not depart until the brake pipe has re-charged to 100 pounds pressure on engine for five (5) minutes.

Before descending the grade all retaining valve handles must be turned up to a 45 degree angle (high pressure position).

As soon as the train begins to move Engineer must apply dynamic brakes in full position and without waiting for the train to attain a speed of eight (8) MPH make a brake application. Applications thereafter should be made as frequently as necessary in order to keep the speed of the train less than eight (8) MPH. Should the train line pressure be reduced below 70 pounds on the train line air pressure gauge on the caboose, the train will be

stopped immediately and train recharged before proceeding down grade.

**NOTE**—In order that train may be held with straight air brakes on engine, while brake test is being made, train should not be pulled more than two-thirds over the crest of the hill.

On descending grade between Haskell and Bristol the following additional instructions will apply.

Before descending grade, train should be brought to a full stop and brakes released and train held with straight air brakes on engine. Trainmen will then turn up sufficient retainers, starting at head end towards rear, to permit train to be handled safely down the grade, which should not be less than 50% of total cars in train. After retainers are turned up brakes should be tested and if brakes are in order signal should be given to proceed at a speed not to exceed fifteen (15) MPH.

A register book is located at Crest, where conductors will register actual leaving time of their trains, and following trains will not leave Crest until thirty minutes have elapsed from the time the proceeding train departed.

At points shown below, semaphore signals will govern the movement of trains and engines. When track is not occupied, signal will indicate proceed. When in either position, stop or proceed, signal will be fastened and locked with a switch lock. When indicating stop, position will not be changed until train or engine occupying the track clears it and the crew of same restores signal to proceed indication.

West of St. Charles—located at the junction between Straight Creek and Gin Creek branches.

West of St. Charles—located at the junction between Bailey Trace and Fawns Branch lines.

Trains making movement to or from Dorchester Branch must stop and obtain permission from the dispatcher before fouling main track. Dispatchers will not permit such movement if a westbound train has departed Norton.

Trains entering main track at Kent Junction must stop and obtain permission from dispatcher before fouling main track. Dispatcher will not permit such movement if a westbound train has departed Blackwood.

Details on Pine Branch main track at Roaring Fork (M.P. P4.3) must be locked off the rail unless these tracks are occupied by unattended cars.

After placing cars on stub tail tracks above tipples or at tipples with crossovers leading from the empty tracks to the main track, switches must be left lined and locked so that cars will drop to the tipple and cannot drop to the main track.

No two eastbound trains will be permitted between Beverly Tunnel (M.P. 27.6) and Miller Yard (M.P. 33.5) at the same time.

All eastbound trains for Miller Yard report in at Flatwoods.

50% retainers in full retainer position will be set at Flatwoods (M.P. 27.0) before proceeding eastbound to Miller Yard. All retainers set will be on east end of train.

Crews picking up or delivering to L&N at Dorchester Junction will first get permission from the L&N dispatcher before fouling L&N main track.

Virginia Supply Company trestle (M.P. G 0.5) is not safe for engines. Train crews switching Virginia Supply Company track will work on the south side of track.

Westbound trains on Glamorgan Branch must call dispatcher at Esserville Scales before proceeding to Norton to learn if there is an eastbound opposing train on this branch. All eastbound crews will call dispatcher on arrival at Esserville Scales.

The Dixiana main track switch at Holton (M.P. G4.2) will be lined and locked for Dixiana main track.

All trains will carry 100 pounds train line pressure.

Slack must be bunched on all cuts of cars set out. Sufficient hand brakes to secure the cut will be set on the lower end of the cut.

Interstate crews will not use the main track or passing track of the Clinchfield Railroad Company at Miller Yard, Virginia without permission of the Clinchfield dispatcher. Clinchfield Railroad Rules will govern this movement.

Trains arriving at Miller Yard will be set off in No. 1 or No. 2 track in preference.

Trains departing Miller Yard will leave back lead clear.

The capacity of sidings and side tracks is calculated in 55 ft. cars and allowance has been made for 7 units, radio car and caboose.

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

Bristol Yard (M.P. 0.0-A), N. & W. Ry.  
Betweel L. & N. Jct., Va. (M.P. 19.6TB) and St. Charles,  
Va. (M.P. 22.4TB), L. & N. 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.

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.

Air dump cars are to be handled in local freight trains only.

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.

#### ADDITIONAL YARD LIMITS (Rule 93)

Yard Limit (Rule 93) is in effect for eastbound trains between Flatwoods (M.P. 26.5) and Miller Yard (M.P. 33.0).

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

Unless otherwise provided, enter at first switch at first siding.

At Kent Junction, eastbound trains will head into Roaring Form main track when meeting westbound trains if Kent passing track is blocked. If Kent passing track is clear and of sufficient length to clear either train, Roaring Fork main track will not be used.

**9. SPEED RESTRICTIONS  
(Rules 109 and 1012)**

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

- BETWEEN ANDOVER AND ST. CHARLES**  
All trains..... 20 MPH
- BETWEEN CORAN AND ROGERSVILLE**  
All trains..... 20 MPH  
except over Holston River Bridge, trains must not exceed 5 MPH.
- BETWEEN ANDOVER AND BULLS GAP**  
All trains..... 40 MPH
- BETWEEN MOCCASIN GAP AND BRISTOL**  
All trains..... 30 MPH
- BETWEEN ANDOVER AND NORTON**  
All trains..... 20 MPH
- BETWEEN NORTON AND MILLER YARD**  
All trains..... 35 MPH
- BETWEEN WENTZ AND STONEGA**  
All trains..... 10 MPH
- BETWEEN STONEGA AND ANDOVER**  
All trains..... 15 MPH
- BETWEEN RODA AND MUDLICK**  
All trains..... 10 MPH
- BETWEEN HOLTON AND DIXIANA**  
All trains..... 10 MPH
- BETWEEN DERBY AND ANDOVER**  
All trains..... 10 MPH
- BETWEEN KENT JUNCTION AND PARDEE**  
All trains..... 20 MPH
- BETWEEN ROARING FORK AND PINE BRANCH**  
All trains..... 10 MPH
- BETWEEN NORTON AND HOLTON**  
All trains..... 10 MPH
- BETWEEN HOLTON AND GLAMORGAN**  
All trains..... 10 MPH

All trains will reduce speed to 15 miles per hour while the entire train passes over railroad crossing at Dorchester Junction (M.P. 14.5).

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 40 MPH must not be exceeded, or with 22 or 24 foot switch points, where speed of 25 MPH will not be exceeded.

**THE FOLLOWING SPEEDS MUST BE  
OBSERVED ON DESCENDING GRADES**

- Eastbound from Beverly Tunnel (M.P. 27.6) to Miller Yard (M.P. 33.5) ..... 15 MPH
- Eastbound from Derby (M.P. De 2.5) to Andover (M.P. 4.5) ..... 8 MPH
- Eastbound from Roda (M.P. R3.5) to Mudlick (M.P. 3.2) ..... 8 MPH
- Eastbound from Wentz (M.P. 0.0) to Mudlick (M.P. 3.2) ..... 8 MPH
- Westbound from Pardee (M.P. P8.0) to Roaring Fork (M.P. P4.3) ..... 10 MPH
- Eastbound from Crest (M.P. 5.0TB) to Appalachia (M.P. 1.0T) ..... 8 MPH

**SPEED RESTRICTIONS OVER STREET CROSSINGS**

- Norton..... 15 MPH
- Bristol (See Below)..... 10 MPH
- Appalachia (All Crossings)..... 15 MPH

In addition, all trains and engines will stop at Keys Street, Spurgeon's Lane, Cedar, Reynolds, Hayne, West State, Commonwealth Ave., Moore, Lee, and Russell Streets in Bristol and hand flag these crossings.

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

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	86	41.9	140	25.7
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



**SPEED RESTRICTIONS ON CURVES**

Speed restrictions shown are for Rail-highway and freight trains powered by either 2-axle, 4-wheel trucks or 3-axle, 6-wheel trucks engines only.

Mile Location between	Speed in M.P.H.	Mile Location between	Speed in M.P.H.
<b>Andover-St. Charles</b>			
		<b>Andover and Miller Yard</b>	
		5.9 to 6.1	15
0.0TB to 10.0TB	15	11.3 to 11.5	15
10.0TB to 17.0TB	10	17.5 to 17.6	15
17.0TB to 23.8TB	15	17.6 to 19.3	20
		19.3 to 20.4	30
		22.5 to 22.8	25
		25.9 to 26.1	20
		26.1 to 27.6	25
<b>Bundy - Calvin</b>			
15		27.6 to 28.3	15
		28.3 to 30.0	20
		30.0 to 32.2	15
		32.2 to 33.5	20
<b>Andover-Bristol</b>			
		<b>Derby and Andover</b>	
		0.8 to 0.6	5
<b>Moccasin Gap-Bulls Gap</b>			
1.0-T to 2.7-T	25	39.9TC to 40.1TC	25
2.7-T to 5.6-T	30	40.1TC to 42.0TC	30
5.6-T to 7.6-T	25	43.1TC to 43.7TC	30
7.6-T to 11.1-T	30	43.7TC to 44.9TC	25
11.1-T to 11.7-T	25	46.3TC to 46.7TC	30
11.7-T to 19.0-T	30	49.2TC to 50.5TC	30
19.0-T to 23.4-T	25	58.1TC to 61.9TC	30
23.4-T to 27.5-T	20	65.8TC to 65.9TC	35
27.5-T to 32.0-T	25	65.9TC to 66.7TC	30
32.0-T to 34.3-T	30	66.7TC to 67.0TC	35
34.3-T to 38.6-T	40	76.4TC to 76.7TC	30
38.6-T to 39.9-T	20	83.7TC to 83.9TC	30
39.9-T to 42.3-T	30		
53.0-T to 69.0-T	20		

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 Engineers.

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

**11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Rule 708)**

Type 4-4 Diesel units weighing more than 268,000 lbs. and type 6-6 Diesel units must not be operated over structures on side or industrial tracks except where authorized.

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

**BETWEEN CORAN AND ROGERSVILLE**

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Units . . . .	4-4	(a) 203,000 lbs.
Loaded Cars . . . .		136,000 lbs.

(a) Engine must be in front or behind all cars. Engines must not be operated coupled.

(b) Cars not exceeding 210,000 lbs. gross weight may be operated subject to the following restrictions: Cars, exceeding a gross weight of 136,000 lbs. must be spaced from any engine and from each other by at least three cars, having a gross weight not exceeding 90,000 lbs. each.

**10. DIESEL UNIT RATING IN TONS OF 2,000 POUNDS**

EASTBOUND BETWEEN	SD-45	SD-24	GP30	F7 GP-7	Yard Switcher Units
		SD-35	GP35	GP9 RS3	
Andover-Yuma	1600	1250	1200	1000	800
Yuma-Bulls Gap	4800	3750	3600	3000	2600
Moccasin Gap-Bristol	1440	1125	1100	900	700
St. Charles-Bundy	1520	1190	1100	950	750
Bundy-Andover	1800	1410	1300	1125	925
Andover-Kent Junction	3200	2700	2400	2000	1800
Kent Junction-Norton	1600	1350	1200	1000	800
Kent Junction-Cane Patch	2240	1900	1600	1400	1200

**BETWEEN BULLS GAP, BRISTOL AND ANDOVER ST. CHARLES, STONEGA, NORTON AND MILLER YARD**

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Units . . . .	4-4	(a) (b) 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.

WESTBOUND BETWEEN	SD-45	SD-24	GP30	F7 GP-7	Yard Switcher Units
		SD-35	GP35	GP9 RS3	
Bristol-Moccasin Gap	800	625	600	500	400
Bulls Gap-Yuma	2400	1875	1900	1500	1300
Yuma-Andover	1300	1020	950	815	650
Andover-St. Charles	800	625	600	500	400
Miller Yard-Maytown	1120	950	800	700	500
Esersville Scales-Norton	2400	2000	1700	1500	1300
Andover-Mudlick	3500	2960	2500	2200	2000
Mudlick-Stonega	1760	1490	1250	1100	900
Mudlick-Roda	1250	1060	800	700	500
Andover-Derby	640	540	500	400	200

(a) Not more than 3 units type 6-6 may be operated coupled, except radio-controlled trains, between these points not more than 4 GP-30, GP35, GP38 and U-23-B Diesels may be operated coupled, or 6 units of other type 4-4 diesels may be coupled, except radio-controlled trains.

(b) GP-30 units with antennas must not be operated through Natural Tunnel, M.P. 24.1-T.

**DERRICKS**

For the purposes of these restrictions the derricks are divided into groups as follows:

- Group 1 Derricks SOU 903002, 903012, 903013, 903014, 903016, and 903026, . . . . . 250 TON DERRICKS
- Group 2 Derricks SOU 903010, 903011, 903015, 903017, 903018, 903019, 903020, 903023, 903024, and 903029 . . . . . 150 TON DERRICKS
- Group 3 Derricks SOU 903005, 903006, 903007, 903008, and 903009 . . . . . 150 TON DERRICKS  
 Derricks SOU 903004, and 903027 . . . . . 120 TON DERRICKS
- Group 4 Derrick SOU 903021 . . . . . 120 TON DERRICK  
 Derricks SOU 903003, 90302, and 903028 . . . . . 100 TON DERRICKS
- Group 5 Derrick SOU 903001 . . . . . 150 TON DERRICK

**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. Derricks speed must not exceed the smallest of the following:
  - a. Authorized freight train speed.
  - b. Group 1 Derricks, 50 M.P.H. Derricks SOU 903005, 903006, 903011, 903021, and 903024, 30 M.P.H. All other Derricks 25 M.P.H.
  - c. Speed, if any, given in special restrictions 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 may be operated from Coran to but not over Holston River Bridge, M.P. 1.5-TD.
3. Derrick 903027 will not clear through Natural Tunnel M.P. 24.1T.

**DIVISION OFFICERS**

- H. W. Rhymer, Superintendent Terminals . . . . . Andover, Va.
- B. F. Griffin, Trainmaster . . . . . Andover, Va.
- B. W. Baker, Trainmaster . . . . . Andover, Va.
- R. B. Lewis, Terminal Trainmaster . . . . . Andover, Va.
- G. Goldston, System Gen'l Rd. Foreman of Eng. . . . . Atlanta, Ga.
- J. I. Vardaman, Jr., Gen'l Rd. Foreman of Eng. . . . . Birmingham, Ala.
- J. S. Anderson, Gen'l Rd. Foreman of Eng. . . . . Chattanooga, Tenn.
- I. R. Mauney, Road Foreman of Engines . . . . . Atlanta, Ga.
- C. A. Barnett, Jr., Road Foreman of Engines . . . . . Andover, Va.
- A. E. Chambers, Division Engineer . . . . . Knoxville, Tenn.
- R. B. Rust, Assistant Division Engineer . . . . . Andover, Va.
- O. E. Dyer, Chief Dispatcher . . . . . Knoxville, Tenn.

**WATCH INSPECTORS**

- Johnson Jewelers . . . . . Appalachia, Va.
- Gilley's Jewelers . . . . . Big Stone Gap, Va.
- The Jewel Box, Inc. . . . . Bristol, Va.-Tenn.
- J. A. Counts & Son . . . . . Gate City, Va.
- I. N. Beckner & Son . . . . . Johnson City, Tenn.
- Paxton Jewelers . . . . . Greeneville, Tenn.
- Max Friedman . . . . . Knoxville, Tenn.
- Clifton's, Inc. . . . . Morristown, Tenn.

**COMPANY PHYSICIANS**

NAME	LOCATION
J. J. Porter, SURG . . . . .	Appalachia, Va.
G. F. Sutherland, GP . . . . .	Big Stone Gap, Va.
R. A. Repass, GS . . . . .	Bristol, Tenn.
H. W. Bachman, Jr., ORTHO . . . . .	Bristol, Tenn.
E. T. Buchanan, GS . . . . .	Bristol, Tenn.
C. H. Crockett, OTO . . . . .	Bristol, Tenn.
S. Wike, OPH . . . . .	Bristol, Tenn.
K. Lowry, GS . . . . .	Bristol, Tenn.
H. W. Bachman, GP & SURG . . . . .	Bristol, Tenn.
W. L. Clark, GP . . . . .	Church Hill, Tenn.
T. H. Roberson, Jr., GP . . . . .	Church Hill, Tenn.
H. W. Fox, GS . . . . .	Greeneville, Tenn.
R. G. Brown, GP . . . . .	Greeneville, 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, GP . . . . .	Johnson City, Tenn.
J. S. Reed, GS . . . . .	Kingsport, Tenn.
M. B. Shobe, ORTHO . . . . .	Kingsport, Tenn.
R. T. Strang, ORTHO . . . . .	Kingsport, Tenn.
J. K. Maloy, ORTHO . . . . .	Kingsport, Tenn.
A. J. Mosrie, OPH . . . . .	Kingsport, Tenn.
S. H. Flowers, GS . . . . .	Middlesboro, Ky.
J. H. Kinser, GP . . . . .	Morristown, Tenn.
R. N. Shelley, GS . . . . .	Norton, Va.
J. T. Phillips, Jr., GP . . . . .	Norton, Va.
C. H. Henderson, EENT . . . . .	Norton, Va.
H. A. Kinser, GP . . . . .	Pennington Gap, Va.

KEY TO PHYSICIANS

- 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)

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

ANDOVER MILLER YARD

M.P. 9                      M.P. 16                      M.P. 33

ANDOVER-BRISTOL

1.1T	4.0T	10.3T	13.0T	15.2T	21.6T
	29.7T	33.7T	45.3T		

MOCCASIN GAP-BULLS GAP

43.0TC	43.9TC	46.0TC	51.0TC	54.0TC	57.0TC
61.0TC	69.9TC	72.2TC	74.0TC	75.3TC	77.8TC
83.0TC					

ANDOVER-ST. CHARLES

M.P. 11TB                      M.P. 20TB                      M.P. 23TB

ASSIGNMENT OF AGENTS AND OPERATORS

STATIONS	WEEK DAY	SAT. & SUNDAY
Bristol	Continuous	Continuous
Bulls Gap	6:00 A.M. to 2:00 P.M.	Same as wkdy
	6:00 P.M. to 2:00 A.M.	Same as wkdy
St. Charles	8:00 A.M. to 5:00 P.M.	Same as wkdy
		Closed Sunday
Andover	Continuous	Continuous
Duffield	7:30 A.M. to 4:30 P.M.	Closed
Gate City	6:00 A.M. to 3:00 P.M.	Closed
Frisco	3:00 P.M. to 7:00 A.M.	Same as wkdy
Church Hill	8:00 A.M. to 5:00 P.M.	Closed
Rogersville	8:00 A.M. to 5:00 P.M.	Closed

BUSINESS TRACK AND STATIONS NOT SHOWN IN STATION COLUMNS

Name	M.P. Location	Station Number	Car Capy.	Open End
Cranes Nest Ext.	25.8	25	6	East
Norton Team Track	16.1	16	2	West
Oreton	10.3T	10T	6	East
Sunbright	21.6T	21T	25	Both
Hilton	45.3T	45T	3	West
*Mendota	55.1T	55T	3	West
Haskell	65.2T	65T	2	West
*Parcell	16.4TB	16TB	{ 15 4	{ East West
*Palmer	18.0TB	18TB	16	West
*Maness	20.8TB	21TB	8	West
*Pear Lee	21.2TB	22TB	7	East
*Riddle	40.1TC	41TC	3	Both
			{ 12 25	{ Both Both
Holston	51.0TC	51TC	{ 23 2	{ West East
New Canton	57.3TC	57TC	29	East
Austins Mill	1.0TD	1TD	3	East
Guntown	3.7TD	4TD	6	Both

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

**SAFETY**

IS OF

**FIRST**

**IMPORTANCE**

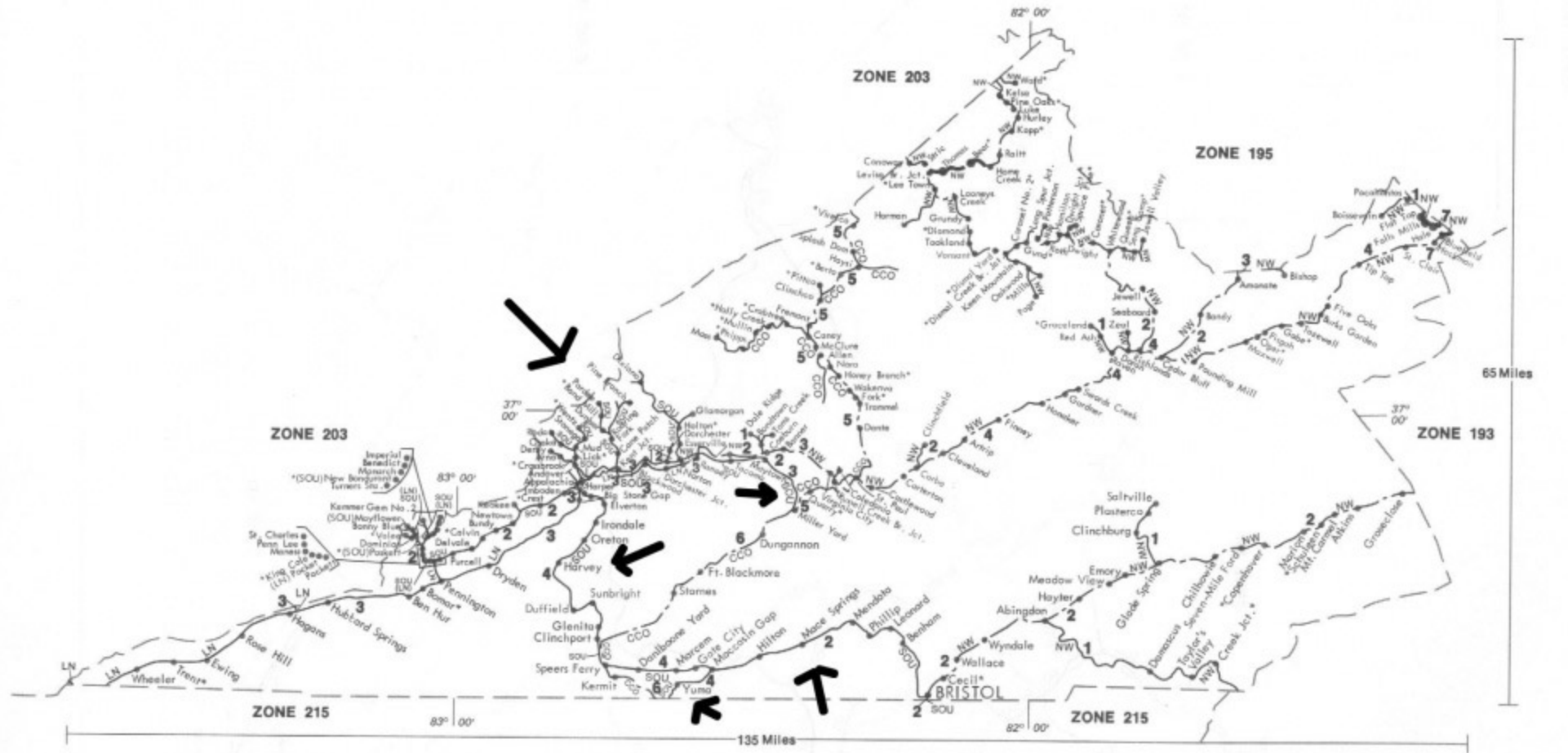
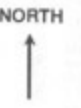
BE CAREFUL

THINK-LOOK

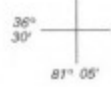
AND

**LIVE**

ZONE 194/BRISTOL, VA.



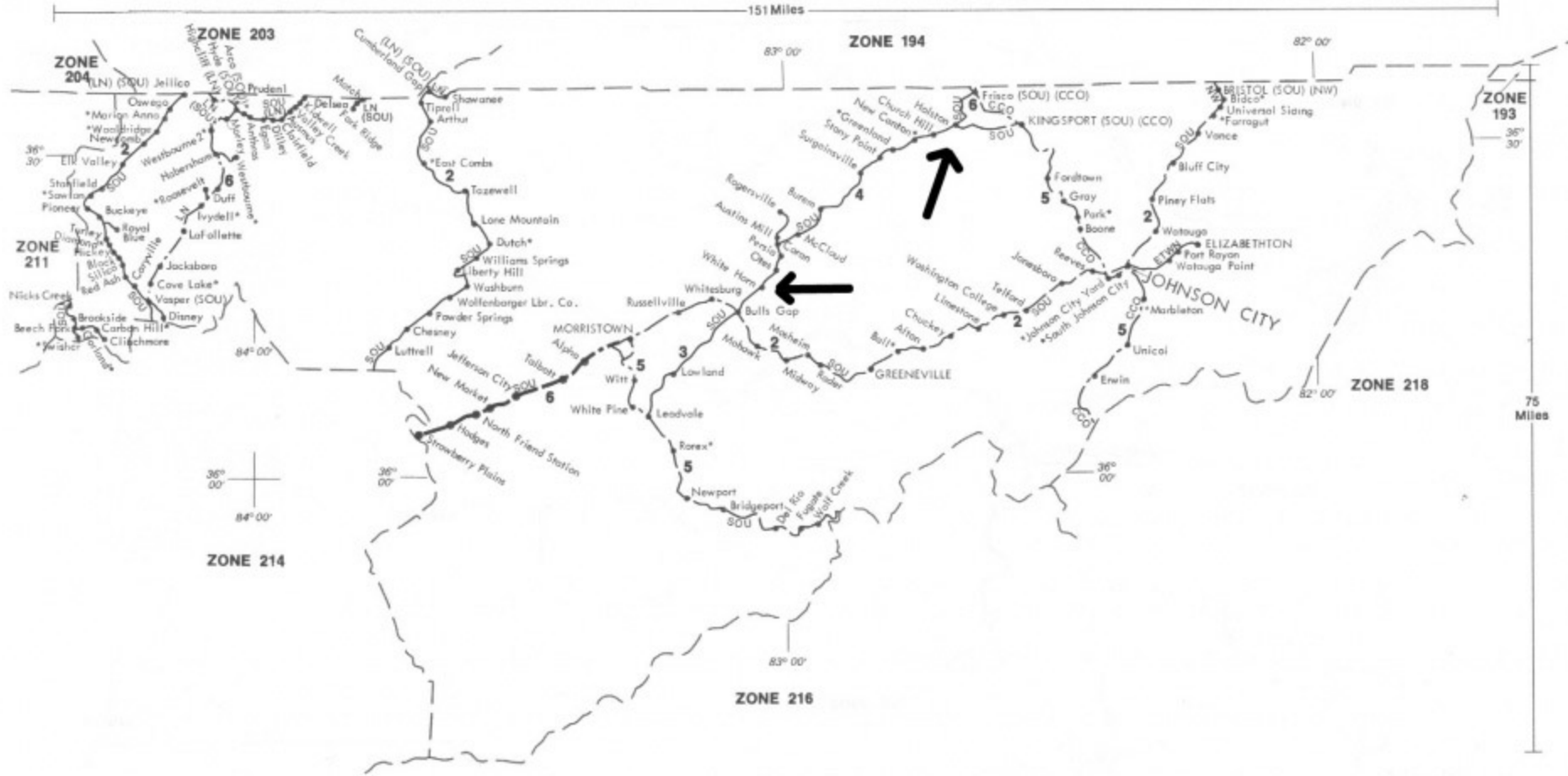
Map from the DOT 1974 "United States Transportation Zone Maps" book. Arrows added to indicate the lines covered by the timetable



ZONE 215/JOHNSON CITY, TN.

0 10 20 30 40 Miles

NORTH



Map from the DOT 1974 "United States Transportation Zone Maps" book.  
Arrows added to indicate the lines covered by the timetable

# MASTER LEGEND

## TRANSPORTATION INFRASTRUCTURE MAP

Single Track Railroad		Interstate Highway	
Multiple Track Railroad		U.S. Highway	
Multi-lane Divided Road		State Highway	
Other Main Road		County Highway	
Zone Boundary		Owning Railroad	PC
Shoreline as Zone Boundary		Railroad with Trackage Rights	(CNW)
Major Lakes or Rivers within Zone		Urban Area	
State Boundary within Zone			

## TONNAGE-SIGNALS MAP

### SIGNAL SYSTEMS

	<b>CENTRALIZED TRAFFIC CONTROL</b>	<b>AUTOMATIC BLOCK</b>	<b>NO SIGNALS TRAIN ORDER TIMETABLE MANUAL BLOCK</b>
Single Track Railroad			
Multiple Track Railroad			

### RAIL TRAFFIC DENSITY

Tonnage Class	Millions of Gross Ton-miles Per Mile
1	= 0- 0.99
2	= 1- 4.99
3	= 5- 9.99
4	= 10-19.99
5	= 20-29.99
6	= 30-39.99
7	= 40 and over

Zone Boundary		Owning Railroad	PC
Shoreline as Zone Boundary		Railroad with Trackage Rights	(CNW)
Major Lakes or Rivers within Zone		Station Location Approximate	.
State Boundary within Zone			

Note: Railroad initials in parentheses appearing after station names denote the following: 1.) a station which is not served by other railroads operating on the same line, or 2.) limits of trackage rights by one rail line over another, or 3.) limits of service by two or more railroads using continuous or adjoining lines.