

25

LOUISVILLE & NASHVILLE RAILROAD COMPANY

KNOXVILLE AND ATLANTA DIVISION

TIME TABLE No.

29

revised by #20

TAKES EFFECT

SATURDAY, MAY 5, 1945

AT 10:00 P. M., CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

W. E. SMITH,
Vice President and
General Manager

R. C. PARSONS,
Ass't Vice President
and Ass't General Mgr.

L. L. MORTON,
Ass't Vice President
and Ass't General Mgr.

J. G. METCALFE,
Superintendent of
Transportation

N. H. LOCKNEY,
Superintendent

F. W. KIRCHNER,
Ass't Superintendent

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STAY ALIVE

IN

'45

SPECIAL INSTRUCTIONS

SUBDIVISIONS

Between Corbin and Knoxville, including branches.
 Between Knoxville and Etowah, including branches.
 Between Etowah and Junta.
 Between South Etowah and Marietta, including Murphy Branch.
 Trains between Junta and Atlanta will be governed by time table and rules of the N. C. & St. L. Railway.

Trains between Central Avenue, Atlanta, and the round house of the Georgia Railroad will be governed by time table and rules of the Georgia Railroad.

DOUBLE TRACK TERRITORY

None.

AUTOMATIC BLOCK SIGNALS

Automatic block signals are in operation between Corbin and Junta.

Southward trains holding the main track when meeting trains at Watts Creek must stop north of post marked "B" located on the east side of main track 1,000 feet north of switch at the south end of the siding, unless the train to be met has arrived.

Southward trains meeting opposing trains at Lot will not pass Signal 2011 until train to be met arrives and Signal 2011 shows Approach or Clear.

AUTOMATIC TRAIN CONTROL

Employees concerned in the movements of locomotives in Automatic Train Control territory must have and keep in their possession and be governed by Regulations Governing Use of Union Continuous Automatic Train Control, dated November 1, 1942.

Automatic Train Control is effective from a point 700 feet south of Mile Post 334 at Etowah, to a point 2,500 feet north of Mile Post 173 at Corbin.

Non-train-control locomotive may be operated between Etowah and Englewood on the A. & T. Branch train at restricted speed which must not, under any circumstances, exceed 20 miles per hour. This does not in any way conflict with the literal compliance with automatic block signal rules.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Faber.....	Both.....	For main track
Wofford.....	Both.....	For main track
Watts Creek.....	North.....	For main track
Williamsburg.....	North.....	For main track
Savoy.....	Both.....	For main track
Pleasant View.....	Both.....	For main track
Saxton.....	Both.....	For main track
Holton.....	Both.....	For main track
Morley.....	Both.....	For main track
Chaska.....	Both.....	For main track
Habersham.....	Both.....	For main track
Cotula.....	Both.....	For main track
Duff.....	North.....	For main track
Kilsyth.....	Both.....	For main track
LaFollette.....	Both.....	For main track
Jacksboro.....	Both.....	For main track
Vaspar.....	Both.....	For main track
Lake City.....	Both.....	For main track
Medford.....	Both.....	For main track
Granite.....	Both.....	For main track
Dossett.....	Both.....	For main track
Edgemoor.....	Both.....	For main track
Solway.....	Both.....	For main track
Byington.....	South.....	For main track
Meadowbrook.....	Both.....	For main track
Amherst.....	South.....	For main track
Croydon.....	Both.....	For main track
West Knoxville, Track 7.....	North.....	For main track
Welwyn.....	South.....	For main track
Singleton.....	Both.....	For main track
Mentor.....	South.....	For main track
Madisonville.....	South.....	For main track
Etowah (Long John K.D.).....	North.....	For main track
Patty.....	South.....	For main track
Benton.....	South.....	For main track
Ocoee.....	South.....	For main track
Oakman.....	South.....	For main track
Fairmount.....	South.....	For main track
Bolivar.....	Both.....	For main track
North Yard.....	North.....	For main track

Do not use sand over Spring Switches.

STANDARD CLOCKS

Corbin, Chaska, West Knoxville, train-order office; Knoxville, Dispatcher's office; Etowah and North Yard, yard offices; Blue Ridge, train-order office.

YARD LIMITS

Yard limits are established on main line at Corbin, Morley, Chaska,

West Knoxville, Knoxville, Etowah, North Yard, Copperhill, Blue Ridge-Murphy Junction, Tate, Canton, Elizabeth-Marietta, and on branches at Savoy, Jellico, Lot, Holton-Trevilion, Clairfield, Fonde SR-MP-84C, Dossett, Harriman, Maryville, South Athens, Englewood, Murphy Junction and Murphy.

Trains must approach Etowah passenger station expecting to find trains handling passengers occupying main track and being switched without flag protection.

Southward trains will approach the coaling station at Etowah expecting to find passenger train taking coal and occupying main track without flag protection.

Nos. 1 and 4 will move within yard limits Elizabeth-Marietta expecting to find the main track occupied without flag protection. Other trains and engines working in these yard limits will promptly let Nos. 1 and 4 pass.

All train and engine movements between Jellico yard limit board and switch leading to new yard at Jellico must be made at restricted speed. Other trains and engines must allow passenger trains to get to and from the station without delay.

BULLETIN BOARDS

- Corbin—Train-order office, Yard Master's Office and roundhouse.
- Knoxville—Station Master's office.
- West Knoxville—Yard Master's office, train-order office and roundhouse.
- Etowah—Yard Master's office and roundhouse.
- North Yard—Yard Master's office.
- Atlanta—Unon Station, train-order office.
- Hulsey—Yard Master's office and roundhouse (Book at roundhouse).
- Blue Ridge—Train-order office.
- Marietta—Old shop.

Bulletin Board order books will be kept in Agent's office at Chaska and at Murphy also at train-order office at Jellico for Southern Ry. crews operating on Clear Fork Branch.

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES in miles per hour

Between	Passenger	Freight, Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits, and other top heavy cars
Corbin and Highcliff (See Exception).....	60	45	30
Highcliff and LaFollette.....	35	25	20
LaFollette and Junta (See Exception).....	(A) 60	45	30
Etowah and Reliance.....	40	40	30
Reliance and Marietta.....	30	30	25
Mentor and Jena (O. L.).....	35	30	25
Branches—Mtn. Ash., Hog Camp, Crooked Fork.....	15	15	10
All other Branches.....	25	25	20
Morley and Mines at Morley.....	10	10	5
Corbin-High Cliff and LaFollette-Junta exception H, J1, J1a engines.....	-----	35	-----

(A) 70, Singleton to Junta, when handled by K class or Diesel locomotives.

Passenger trains over main track switch of cross-over leading from south ladder track at No. 14 switch, Etowah yard..... 35
 Backing over Dixie Highway Jellico Branch..... 10
 Engines run backwards on Branches and A D Old Line..... 15

Except where in conflict with foregoing speed table, freight engines in passenger service:

- J-3, J-4..... 50
- J-1, J-1a, J-2, J-2a..... 45
- H-25, H-25a, H-25b, H-27, H-27a, H-27b..... 40
- H-28, H-28a, H-29, H-29a..... 35
- All other freight engines..... 35

Over railroad crossing at Willoughby interlocker..... 30
 Through turnouts and cross-overs..... 15

Through junction switch and south switch of siding, at Junta..... 6
 Through switch north end of "Y", West Knoxville..... 10

Over railroad crossing at Englewood..... 30
 Between east "Y" switch at West Knoxville and K. & A. interlocking, run at restricted speed.

Over interlocking plant at K. & A. tower and between this crossing and Clinch Avenue viaduct..... 6

From Clinch Avenue viaduct entering Knoxville passenger station..... 6
 Through Dale Avenue..... 6

Between switches at Greenback..... 25
 Between Oliver Springs and Wind Rock..... 15

Approaching Dixie Highway crossing at Elizabeth..... 10
 Rule 98 will apply at all three "Y" switches at Murphy Junction.

City ordinances restrict speed of train as follows:
 Williamsburg..... 25 miles per hour

J-4 engines over Bridge 132 mile 203 Jellico Branch..... 15

not in timetable

TRAIN REGISTERS

Location	For	Register by Card Form 230
Corbin Passenger Station	All trains	All trains (see Note A).
Woodbine	All trains	
Jellico	All trains	
Lot	Nos. 19, 29, 30, 301, 291, 300, 290, in book	(See Note B.) Trains instructed by dispatcher in box near clearance point.
Holton	Nos. 611, 612. Clear Fork Branch Extras	Nos. 611, 612.
Morley	Trains instructed by dispatcher	In box north of tool house west side of track.
Ilford	Trains instructed by dispatcher	In box on east side near telephone booth.
Oak Ridge	Trains instructed by dispatcher	Register in book in box attached to post at clearance point.
West Knoxville	All trains	First class trains (see Note D).
Knoxville	All trains	Nos. 1, 35, 33, 4
Mentor	Nos. 1, 35, 33, 4	
Armona	No. 81 and trains instructed by dispatcher	Trains instructed by dispatcher.
Jena	No. 4	(See Note C.)
Englewood	No. 302 and A. & T. Branch scheduled trains	
Etowah	All trains	
Savoy	Pine Mtn. Branch trains	
Junta	All trains	All trains (see Note A).
Copperhill	Second class and extra trains	
Blue Ridge	All trains	
Marietta (Old Shop)	Second class and inferior trains	
Marietta	All trains	
Murphy	All trains	
Murphy Junction	Trains instructed by dispatcher	In box at south "Y" main track switch; or at north "Y" main track switch, according to dispatcher's instructions.

(A) Conductors making Form 230 for southward freight trains at Woodbine or northward trains at Junta will show all information except train and section. Operator will add this information and register train on instructions from the dispatcher.

(B) Nos. 29 and 30 run to Jellico from Lot. Inferior trains be governed by Rule S-83, except that inferior trains meeting No. 29 south of Lot or finding that train registered at West Knoxville will not check register at Lot against No. 29 and inferior trains meeting No. 30 north of Lot or finding that train registered at Woodbine or Corbin will not check register at Lot against No. 30.

(C) Inferior trains meeting No. 1 south of Jena, or finding that train registered at Etowah, will not check register at Mentor against No. 1, and inferior trains meeting No. 4 north of Mentor, or finding that train registered at Knoxville, or West Knoxville, will not check register at Jena against No. 4.

(D) At West Knoxville conductors of inbound trains Nos. 4, 18, 32, and 36, will leave register card, Form 230, in box attached to signal tower at north "Y" switch. Northward inferior trains holding train order restricting Nos. 17, 1, 35, and 33 at West Knoxville, will leave with herder or switchtender at south "Y" switch two copies of register card, Form 230, properly filled out for delivery to engineman and conductor of the southward train concerned.

When first class trains meet on the Wye at West Knoxville, the engines of the trains are at times too far apart for proper identification, therefore prepare register cards, Form 230, in advance and be ready to deliver cards to Yard Master or herder or in box at the wye switch where the "other" train will need them.

Enginemen, instead of conductors, will examine registers at Lot, Oak Ridge, Mentor, Armona, and Jena when necessary to check against superior trains.

Registers at Savoy, Holton, Mentor, Englewood, Copperhill, Murphy and Blue Ridge will be kept in box outside of office when no operator on duty. The boxes must be kept locked.

RAILROAD CROSSINGS AT GRADE

Location	Name of Railroad	Protection
Just south of Willoughby-- Between Knoxville and West Knoxville	Southern Ry.	Interlocking.
Englewood	Southern Ry (K. & A.) A. & T. Branch	Interlocking. Gates.

The normal position of gates at Englewood is against A&T Branch movements and they must be kept locked in that position when crossing is not being used for A&T movements. Unlocking either gate will set the signals on both sides of the crossing in Stop position.

If either signal indicates stop, the gates must not be opened, nor unlocked, and the main track must not be fouled unless protected as prescribed by Rule 99. If Signal No. 3262 indicates Approach on account of the approach of a southward train and Signal No. 3261 indicates Proceed, the gates may be unlocked but the A&T train will wait three (3) minutes before fouling the crossing.

If Signal No. 3261 indicates Approach and Signal No. 3262 indicates Proceed, the A&T train may proceed at once.

This will not relieve employes from affording protection as prescribed in the rules.

Tennessee law requires that: Every engine or train shall be brought to a full stop before crossing a railroad that intersects the road upon which it runs; except that when the intersecting roads are under the management of the same Company this shall not apply to engines or trains run on the longer road, and except where such intersection or crossing is protected by an interlocking plant.

TRAIN-ORDER OFFICES

"D" offices will be open from 8 a. m. to 5 p. m., "NO" offices from 8 p. m. to 5 a. m., "NC" offices during the hours designated.

Offices shown below will be open during the hours named:

Station	Week Days	Sunday
Williamsburg	3:00 p. m. to 7:00 a. m.	3:00 p. m. to 7:00 a. m.
Savoy	7:00 a. m. to 4:00 p. m.	7:00 a. m. to 4:00 p. m.
Jellico	4:00 a. m. to 12 noon and 1:00 p. m. to 9:00 p. m.	4:00 a. m. to 12 noon and 1:00 p. m. to 9:00 p. m.
Clairfield	7:00 a. m. to 12:30 p. m. and 1:30 p. m. to 4:00 p. m.	Closed.
Pruden		Closed.
Harriman		Closed.
Maryville		Closed.
Alcoa		Closed.
Vonore	7:00 a. m. to 4:00 p. m.	7:00 a. m. to 4:00 p. m.
Madisonville	7:00 a. m. to 4:00 p. m.	7:00 a. m. to 4:00 p. m.
Athens		Closed.
Tellico Plains		Closed.
Benton	6:45 a. m. to 3:45 p. m.	Closed.
Tennega	7:30 a. m. to 4:30 p. m.	Closed.
Eton	7:30 a. m. to 4:30 p. m.	Closed.
Ranger	7:30 a. m. to 4:30 p. m.	Closed.
White	7:30 a. m. to 4:30 p. m.	Closed.
Farner	7:00 a. m. to 4:00 p. m.	7:00 a. m. to 4:00 p. m.
Ducktown	7:00 a. m. to 4:00 p. m.	Closed.
Blue Ridge	7:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.
Ellijay	7:00 a. m. to 4:00 p. m.	Closed.
Whitestone	7:00 a. m. to 4:00 p. m.	Closed.
Jasper	7:00 a. m. to 4:00 p. m.	Closed.
Tate	7:00 a. m. to 4:00 p. m.	7:00 a. m. to 4:00 p. m.
Ball Ground	7:00 a. m. to 4:00 p. m.	Closed.
Holly Springs	7:00 a. m. to 4:00 p. m.	Closed.
Woodstock	7:30 a. m. to 4:30 p. m.	Closed.
Marietta	6:45 a. m. to 10:45 p. m.	6:45 a. m. to 10:45 p. m.
Murphy		Closed.

Offices listed below will be closed between 11:30 a. m. and 12:30 p. m. except, in case train order signal is found in STOP or RESTRICTED position within this hour comply with Rule 221 (a) as to sounding whistle and be governed by indication of the train order signal. This rule is to authorize trains to pass the train order signal at stations specified if found in PROCEED position between 11:30 a. m. and 12:30 p. m. without seeing the signal assume that position as required by last sentence of Rule 221 (a):

Vonore	Benton	Ranger
Madisonville	Tennega	White
	Eton	

Copperhill { At freight station 8:00 a. m. to 12:00 MN daily,
except at passenger station 11:00 a. m. to 1:00 p. m.

CORBIN AND KNOXVILLE—SOUTHWARD

SECOND CLASS										FIRST CLASS				Distance from Corbin	TIME TABLE No. 29 Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.
49	55	65	47	191	53	19	5	41	51	29	33	35	17		
Freight	Freight	Local Freight	Freight	Local Freight	Freight	Local Freight	Local Freight	Freight	Freight	Passenger	Southland	Southland	Flamingo		
Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily		
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.		
										3.10	11.43	11.25	12.05	L CORBIN ✓ N	
										3.15	11.47	11.29	12.09	2.49 BACON CREEK	
8.10	4.40		12.10		8.05	4.20		4.10	12.20	s 3.17	11.48	11.30	12.10	0.54 WOODBINE NE	
8.18	4.46		12.18		8.12	4.30		4.18	12.25	f 3.23	11.52	11.34	12.14	3.73 FABER E	
8.24	4.52		12.24		8.18	4.37		4.24	12.30	s 3.30 ³⁶	11.56	11.38	12.18	3.36 ROCKHOLD DE	
8.30	4.58		12.30		8.24 ³⁰	4.48		4.30	12.35	f 3.35	12.00	11.42	12.22	3.38 WOFFORD E	
8.35	5.03		12.35		8.34	4.52		4.35	12.39	3.39	12.04	11.46	12.26	2.29 WATTS CREEK E	
8.40	5.08		12.40		8.38	5.20		4.40	12.41	s 3.43	12.08	11.48	s 12.34	1.66 WILLIAMSBURG NCE	
8.45	5.12		12.45		8.46	10.15		4.45	12.44	s 3.48	12.11	11.51	12.38	1.53 SAVOY NCE	
8.53	5.18		12.53		8.51	10.25		4.53	12.50	f 3.56 ³²	12.15	11.55	12.42	3.38 PLEASANT VIEW E	
8.56	5.20		12.56		8.53	10.30		4.56	12.52	f 4.00	12.17	11.57	12.44	1.00 JONES E	
9.01	5.25		1.01		9.04	10.48		5.01	12.56	s 4.07	12.21	12.01	12.48	2.94 SAXTON E	
9.05	5.29		1.05	12.35	9.09	11.00		5.05	1.00	s 4.13 s 4.39	12.25	12.05	12.52	2.79 LOT ✓ E	
9.08	5.32		1.08	12.40	9.12			5.08	1.02	f 4.43	12.27	12.07	12.54	1.47 HIGH CLIFF E	
9.16	5.40		1.16	12.49	9.20			5.16	1.10	f 4.50	12.33	12.13	1.00	3.17 HOLTON ✓ NE	
9.20	5.44		1.20	12.55	9.23			5.20	1.13	s 4.54	12.36	12.16	1.03	1.20 MORLEY E	
9.40	6.04		1.40	1.10	9.43		6.30	5.40	1.29 ¹⁸	s 5.03	12.43	12.23	1.10	3.52 CHASKA NE	
9.49	6.13 ⁴⁸		1.49		9.52		6.37	5.50 ⁴⁸	1.38	f 5.09	12.48	12.28	1.16	2.51 HABERSHAM E	
9.55	6.19		1.55		9.58		6.42 ³⁰	5.56	1.44	f 5.14	12.52	12.32	1.20 ¹⁸	1.76 COTULA E	
10.05	6.29		2.05		10.08		7.10	6.06	1.54	f 5.22	12.58	12.38	1.26	2.86 DUFF NE	
10.09	6.33		2.25 ³⁶		10.14		7.21	6.29 ³⁰	1.58	f 5.25	1.01	12.41	1.29	1.76 KILSYTH E	
10.19	6.43		2.35		10.25		7.43	6.39	2.08	s 5.35 ⁴⁸	1.11	12.50	s 1.38	4.43 LAFOLLETTE NE	
10.26	6.51		2.54 ³²		10.32		8.00	6.49	2.15	s 5.43	1.16	12.55	1.43	4.63 JACKSBORO E	
10.34	6.58		3.06		10.45		8.10	6.54	2.27	f 5.48	1.21	1.00	1.48	3.69 VASPER ✓ E	
10.43	7.07		3.16		10.54		8.20	7.04	2.37	s 5.58	1.29	1.08	1.56	5.26 LAKE CITY NE	
10.47	7.11		3.21		10.59		8.28	7.09	2.42	f 6.02	1.33	1.12	2.00	3.06 MEDFORD E	
10.58	7.16		3.27		11.05		8.38	7.14	2.47	f 6.07	1.37	1.16	2.04	3.28 GRANITE E	
11.07	7.26	3.05	3.36		11.14		8.51	7.23	2.56	s 6.17	1.44 ³⁶	1.23	2.11	6.20 DOSSETT ✓ NE	
11.10	7.29	3.08	3.39		11.17		9.00	7.26	3.00	s 6.21	1.47	1.25	2.13	1.84 OAK RIDGE E	
11.12	7.31	3.10	3.41		11.19		9.02	7.28	3.02	f 6.24	1.48	1.27	2.15	1.00 KIRKSTALL ✓ E	
11.15	7.34	3.13	3.44		11.22		9.05	7.31	3.05	f 6.28	1.51	1.30 ³⁶	2.18	2.02 EDMOOR ✓ E	
11.22	7.41	3.20	3.53		11.29		9.12	7.38	3.11	f 6.34	1.56	1.35	2.23	3.98 SOLWAY E	
11.31	7.50	3.33	4.00		11.38		9.21	7.47	3.20	f 6.41	2.02	1.41	2.29	4.06 BYINGTON NE	
11.37	7.56	3.37	4.06		11.44		9.26	7.52	3.25	f 6.46	2.05 ³²	1.44	2.32	2.16 MEADOWBROOK E	
11.44	8.01	3.42	4.19 ⁴⁸		11.49		9.31	7.57	3.31	f 6.51	2.09	1.48	2.36	2.91 AMHERST E	
11.57 ¹⁸	8.08	3.50	4.29		11.56		9.40	8.04	3.38	f 6.57	2.14	1.53 ³²	2.41	3.97 CROYDON E	
12.10	8.20	4.01 ⁴⁸	4.40		12.06		9.50	8.15	3.50	s 7.10	2.21 ³⁵	2.00	2.48	3.33 WEST KNOXVILLE NE	
										7.30	2.30	2.10	3.00	1.52 KNOXVILLE NE	
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.		
Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily		
49	55	65	47	191	53	19	5	41	51	29	33	35	17		

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

KNOXVILLE AND CORBIN—NORTHWARD

TIME TABLE
No. 29
Takes effect Saturday,
May 5, 1945, at
10:00 P. M. Central
Standard Time.

Car Capacity of Passenger
Slings based on 44
feet per car.

STATIONS		FIRST CLASS				SECOND CLASS			
		30	36	32	18	46		48	
		Passenger	Southland	Southland	Flamingo	Freight		Freight	
		Daily	Daily	Daily	Daily	Daily		Daily	
		A. M.	P. M.	P. M.	A. M.		P. M.		
CORBIN	N Yard	9.00	3.55	4.40	2.40			8.00	8.00
BACON CREEK	Yard	8.45	3.39	4.27	2.29			7.06	7.46
WOODBINE	NE 133	8.44	3.38	4.26	2.28			7.05	7.45
FABER	E 70	8.38	3.34	4.21	2.24			6.57	7.38
ROCKHOLD	DE 25	8.31	3.30 ²⁹	4.16	2.20			6.50	7.30
WOFFORD	E 70	8.24 ⁵³	3.25	4.11	2.15			6.45	7.25
WATTS CREEK	E 63	8.19	3.21	4.07	2.11			6.41	7.20
WILLIAMSBURG	NCE 70	8.16	3.18	4.04	2.08			6.39	7.18
SAVOY	NCE 114	8.05	3.15	4.01	2.01			6.35	7.14
PLEASANT VIEW	E 80	7.56	3.11	3.56 ²⁹	1.57			6.30	7.07
JONES	E 28	7.53	3.09	3.54	1.55			6.28	7.04
SAXTON	E 69	7.46	3.05	3.50	1.51			6.24	6.59
LOT	E	7.40 7.17	3.01	3.46	1.47			6.20	6.50
HIGH CLIFF	E 34	7.14	2.59	3.44	1.45			6.18	6.48
HOLTON	NE 54	7.07	2.53	3.38	1.39			6.10	6.40
MORLEY	E 67	7.03	2.50	3.35	1.36			6.07	6.35
CHASKA	NE 75	6.55	2.43	3.28	1.29 ⁵¹			5.58	6.25
HABERSHAM	E 58	6.48	2.38	3.23	1.24			5.50 ⁴¹	6.13 ⁵⁵
COTULA	E 70	6.42 ⁵	2.34	3.19	1.20 ¹⁷			5.45	6.07
DUFF	NE 71	6.34	2.28	3.12	1.14			5.37	5.57
KILSYTH	E 82	6.29 ⁴¹	2.25 ⁴⁷	3.09	1.11			5.32	5.50
LAFOLLETTE	NE 88	6.20	2.17	3.00	1.03			5.21	5.35 ²⁹
JACKSBORO	E 72	6.07	2.12	2.54 ⁴⁷	12.56			5.15	5.25
VASPER	E 72	6.00	2.07	2.49	12.51			5.10	5.20
LAKE CITY	NE 83	5.50	1.59	2.41	12.43			4.59	5.08
MEDFORD	E 73	5.40	1.55	2.37	12.39			4.55	5.04
GRANITE	E 71	5.36	1.51	2.33	12.35			4.51	4.59
DOSSETT	NE 57	5.28	1.44 ³³	2.26	12.28			4.43	4.49
OAK RIDGE	E	5.23	1.35	2.23	12.25			4.41	4.44
KIRKSTALL	E 42	5.20	1.33	2.22	12.24			4.39	4.42
EDGEMOOR	E 70	5.17	1.30 ³⁵	2.19	12.21			4.36	4.39
SOLWAY	E 68	5.11	1.21	2.14	12.16			4.30	4.33
BYINGTON	NE 79	5.05	1.15	2.08	12.10			4.24	4.27
MEADOWBROOK	E 68	5.00	1.12	2.05 ³³	12.07			4.21	4.23
AMHERST	E 78	4.55	1.08	2.00	12.03			4.17	4.19 ⁴⁷
CROYDON	E 60	4.47	1.02	1.53 ³⁵	11.57 ⁴⁵			4.10	4.11
WEST KNOXVILLE	NE Yard	4.40	12.55	1.46	11.50			4.00	4.01 ⁶⁵
KNOXVILLE	NE Yard	4.30	12.50	1.40	11.45				
		A. M.	P. M.	P. M.	P. M.			A. M.	P. M.
		Daily	Daily	Daily	Daily			Daily	Daily
		30	36	32	18			46	48

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

KNOXVILLE AND ETOWAH—SOUTHWARD

THIRD CLASS		SECOND CLASS						FIRST CLASS				Distance from Knoxville	TIME TABLE No. 29 Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.	
305	51	57	81	53	55	33	35	1	17	STATIONS				
Mixed	Freight	Freight	Local Freight	Freight	Freight	Southland	Southland	Passenger	Flamingo	L ✓ KNOXVILLE N E 1.29 WEST KNOXVILLE N E 1.87				
Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	KINGSLEY E 2.45 WELWYN E 3.45 SINGLETON E 3.12 MENTOR N E 2.28 ARMONA E 3.01 ALNWICK E 3.92 BINFIELD E 6.02 JENA N E 4.13 McGHEE E 2.28 VONORE N C E 4.79 FAGIN E 3.82 MADISONVILLE N C E 4.65 GUDGER E 4.95 ENGLEWOOD N E 4.11 ADDISON E 3.73 ETOWAH N E				
A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	2.40 2.20 8.00 3.20				
	5.05	9.05	8.15	3.35	1.05					2.45 2.24 ³³ 8.05 3.25 1.29				
	5.10	9.10	8.19	3.40	1.12					2.48 2.28 f 8.09 3.28 3.16				
	5.15	9.15	8.23	3.45	1.17					2.51 2.31 f 8.13 3.31 5.61				
	5.23	9.23	8.28	3.51	1.25 ⁵⁸					2.56 2.36 f 8.18 3.36 9.06				
	5.29	9.31	8.34	3.56	1.34					3.00 2.39 s 8.26 3.39 12.18				
	5.32	9.37	8.39	3.59	1.39					3.03 2.41 Via 3.41 14.46				
	5.37	9.44		4.03	1.47					3.07 2.44 Old 3.44 17.47				
	5.43	9.53		4.08	1.57					3.11 2.48 Line 3.48 21.39				
	5.53	10.05		4.16	2.09					3.18 2.54 s 9.10 3.54 27.41				
	6.08	10.15		4.22	2.19					3.23 2.58 f 9.16 3.58 31.54				
	6.13	10.20		4.25	2.25					3.26 3.00 s 9.20 4.00 33.82				
	6.23	10.30		4.32	2.35					3.31 ⁵⁶ 3.05 f 9.27 4.05 38.61				
	6.32	10.38		4.37	2.46					3.35 3.09 s 9.34 4.09 42.43				
	6.42	10.48		4.43	2.57					3.40 3.13 ⁵⁶ f 9.40 4.13 47.08				
11.20	6.52	10.58		4.50	3.10					3.45 3.18 s 9.48 4.18 52.03				
11.35 ³⁸	7.00	11.05		4.56	3.20					3.50 3.22 f 9.56 4.22 56.14				
11.51	7.20	11.20		5.05	3.35					4.00 3.30 10.05 4.30 59.87				
A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	2.40 2.20 8.00 3.20				
Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	KINGSLEY E 2.45 WELWYN E 3.45 SINGLETON E 3.12 MENTOR N E 2.28 ARMONA E 3.01 ALNWICK E 3.92 BINFIELD E 6.02 JENA N E 4.13 McGHEE E 2.28 VONORE N C E 4.79 FAGIN E 3.82 MADISONVILLE N C E 4.65 GUDGER E 4.95 ENGLEWOOD N E 4.11 ADDISON E 3.73 ETOWAH N E				
305	51	57	81	53	55	33	35	1	17	2.40 2.20 8.00 3.20				

Southward		JELICO BRANCH						Northward		Southward		CLEAR FORK BRANCH						Northward	
THIRD CLASS		SECOND CLASS		TIME TABLE No. 29 Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.		FIRST CLASS		SECOND CLASS		THIRD CLASS		Third Class		TIME TABLE No. 29 Takes effect Sat. May 5, 1945, at 10:00 P. M. Central Standard Time.		Third Class			
191	291	301	300	290	190	611	612	Distance from Holton		STATIONS		Car Capacity of Passenger Stations based on 44 feet per car.		611		612			
Local Freight	Pass.	Pass.	Pass.	Pass.	Local Freight	Sou. Ry. Freight	Sou. Ry. Freight	Daily ex. Sunday		Daily ex. Sunday		Daily ex. Sunday		Daily ex. Sunday		Daily ex. Sunday			
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.		A. M.		A. M.		A. M.			
	\$4.25	\$7.30	L	JELICO NC	\$7.25 \$4.21	11.10								L	HOLTON NE	54	11.05		
	\$4.38	\$7.39		2.32 LOT E L	\$7.17 \$4.13	11.00									4.2 ANTHRAS E		10.45		
															0.5 EAGAN		10.40		
															2.1 CLAIRFIELD NC E	10	10.30		
															3.7 KIDWELL	32			
															0.4 PRUDEN DE				
															1.5 FONDE E L	39			
P. M.	P. M.	A. M.	A. M.		A. M.	A. M.	A. M.		A. M.		A. M.		A. M.		A. M.		A. M.		
Daily ex. Sunday	Daily	Daily	Daily		Daily	Daily	Daily		Daily		Daily		Daily		Daily		Daily		
191	291	301	300		290	190	611		612		611		612		611		612		

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

ETOWAH AND KNOXVILLE—NORTHWARD

TIME TABLE No. 29 Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.		Car Capacity of Passenger Sittings based on 44 feet per car.	FIRST CLASS				SECOND CLASS						
			36	32	4	18	58	302	86	56			
			Southland	Southland	Passenger	Flamingo	Freight	Mixed	Local Freight	Freight			
			Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily			
STATIONS			P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.		
KNOXVILLE	N E	Yard	12.40	1.30	3.50	11.25							
WEST KNOXVILLE	N E	Yard	12.32	1.15	3.42	11.04	1.50			2.05	4.30		
KINGSLEY	E	42	12.29	1.11	f 3.37	11.00	1.38			1.59	4.24		
WELWYN	E	82	12.26	1.08	f 3.32	10.57	1.33			1.54	4.20		
SINGLETON	E	75	12.21	1.03	f 3.26	10.52	1.25 ⁵⁵			1.49	4.14		
MENTOR	N E	81	12.18	12.59	s 3.20	10.49	1.13			1.45	4.09		
ARMONA	E	37	12.16	12.56	Via Old Line	10.47	1.10			1.40	4.06		
ALNWICK	E	71	12.13	12.52	Via Old Line	10.44	1.06				4.02		
BINFIELD	E	76	12.09	12.48	Via Old Line	10.40	1.01				3.56		
JENA	N E	75	12.03	12.41	s 2.34	10.34	12.53				3.48		
MCGHEE	E	71	11.59	12.36	f 2.26	10.30	12.47				3.42		
VONORE	N C E	74	11.57	12.33	s 2.23	10.28	12.44				3.39		
FAGIN	E	70	11.52	12.28	f 2.16	10.23	12.37				3.31 ³³		
MADISONVILLE	N C E	71	11.48	12.24	s 2.10	10.19	12.32				3.19		
GUDGER	E	66	11.44	12.18	f 2.03	10.15	12.25				3.13 ³⁵		
ENGLEWOOD	N E	69	11.39	12.13	s 1.55	10.10	12.17	s 7.25			3.05		
ADDISON	E	71	11.35 ³⁰⁵	12.08	f 1.48	10.06	12.11	f 7.12			2.58		
ETOWAH	N E	Yard	11.30	11.59	1.41	10.01	12.01	7.00			2.50		
			A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily
			36	32	4	18	58	302	86	56	56	56	56

Southward	COW CREEK BRANCH				Northward
Distance from Dossett	STATIONS				Car Capacity of Passenger Sittings based on 44 feet per car.
	L	DOSSETT	N	57	
	4.56	BATLEY	E	28	
	7.41	ALLINGHAM			
	8.81	OLIVER SPRINGS	E	14 Wye	
	11.72	KHOTAN		Wye	
	12.38	WIND ROCK	L		

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

ETOWAH AND JUNTA—SOUTHWARD

SECOND CLASS					FIRST CLASS				Distance from Etowah	TIME TABLE No. 29 Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.		
	51	53	7	57	55	33	35	1		17	STATIONS	
	Freight	Freight	Mixed	Freight	Freight	Southland	Southland	Passenger		Flamingo		
	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily		Daily		
	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.			
	3.50	7.55	6.00	5.10	12.01	4.10	3.40	10.12	4.40		L ETOWAH NE	
	3.55	8.01	f 6.02	5.15	12.04	4.12	3.42	10.15	4.42	0.8	SOUTH ETOWAH E	
	4.01	8.08	f 6.09	5.25	12.11	4.17	3.46		4.46	5.3	DELANO E	
	4.09	8.15	f 6.16	5.33	12.18 ⁵⁶	4.22	3.51		4.51	10.3	PATTY E	
	4.14	8.20	f 6.21	5.38	12.23	4.26	3.55		4.55	13.9	BENTON NCE	
	4.21	8.27	f 6.29	5.45	12.30	4.31	4.00		5.00	18.9	OCOOE NE	
	4.28	8.33	f 6.36	5.51	12.36	4.36	4.04		5.04	23.1	OLD FORT E	
	4.36	8.40	f 6.44	5.58	12.43	4.42	4.09		5.09	28.5	TENNGA NCE	
	4.47 ³³	8.47	f 6.52	6.05	12.50	4.47 ⁵¹	4.14		5.14	33.5	FAIRY E	
	4.53	8.52	f 6.57	6.15	12.55	4.51	4.18		5.18	37.1	CRANDALL E	
	4.58	8.56	f 7.01	6.20	12.59	4.55	4.21		5.21	40.2	ETON NCE	
	5.04	9.01	f 7.07	6.26	1.04	4.59	4.25	s 5.25	5.25	44.2	CHATSWORTH NE	
	5.15	9.13	f 7.15	6.33	1.15	5.05	4.30		5.30	49.6	RAMHURST E	
	5.21	9.19	f 7.22	6.40	1.21	5.10	4.35		5.35	54.0	CONISTON E	
	5.31	9.26	f 7.30	6.47	1.28	5.16	4.41		5.41	59.3	OAKMAN E	
	5.37	9.32	f 7.38	6.53	1.34	5.21	4.45		5.45	63.9	RANGER NCE	
	5.43	9.38	f 7.46	6.59	1.40	5.26	4.49		5.49	68.4	FAIRMOUNT NE	
	5.49	9.44	f 7.54	7.05	1.46	5.31	4.53		5.53	72.8	BOLIVAR E	
	5.54	9.49	f 8.00	7.10	1.51	5.35	4.57		5.57	75.9	RYDAL E	
	5.59	9.59 ³⁸	f 8.05	7.15	1.57	5.39	5.01		6.01	79.7	WHITE NCE	
	6.06	10.10 ³²	f 8.12	7.21	2.04	5.45	5.06		6.06	85.1	WYVERN E	
	6.20	10.15	8.15	7.25	2.20	5.48	5.09		6.09	87.7	NORTH YARD E	
	6.30	10.20	8.25	7.40	2.30	5.55	5.10		6.10	88.8	JUNTA N	
	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.			
	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily		47.8	
	51	53	7	57	55	33	35	1	17			
						7.25PM	6:30 PM	4.30PM	7.30AM	136.1	ATLANTA	

JUNTA AND ETOWAH—NORTHWARD

TIME TABLE No. 29 Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.		Car Capacity of Passenger Sidings based on 44 feet per car.	FIRST CLASS				SECOND CLASS				
			36	32	4	18		8	54		56
			Southland	Southland	Passenger	Flamingo		Mixed	Freight		Freight
			Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily		Daily
STATIONS			A. M.	A. M.	P. M.	P. M.		P. M.	P. M.		A. M.
ETOWAH	NE	27	11.20	11.48	1.33	9.51		1.10	2.30		12.40
SOUTH ETOWAH	E Yard		11.18	11.46	1.28	9.49		1.04	2.26		12.32
DELANO	E	71	11.14	11.41		9.45		f12.58	2.20		12.25
PATTY	E	70	11.09	11.36		9.40		f12.50	2.18		12.18 ⁵⁵
BENTON	NCE	71	11.05	11.32		9.36		f12.45	2.08		12.12
OCOE	NE	70	11.00	11.27		9.31		f12.38	2.01		12.05
OLD FORT	E	70	10.56	11.22		9.27		f12.32	1.55		11.58
TENNGA	NCE	71	10.51	11.16		9.22		f12.25	1.47		11.42
FAIRY	E	73	10.46	11.10		9.17		f12.18	1.40		11.35
CRANDALL	E	52	10.42	11.06		9.13		f12.13	1.35		11.30
ETON	NCE	73	10.39	11.02		9.10		f12.08	1.30		11.25
CHATSWORTH	NE	71	10.35	10.57		9.06		f12.03	1.25		11.20
RAMHURST	E	71	10.30	10.51		9.01		f11.54	1.17		11.12
CONISTON	E	73	10.25	10.46		8.56		f11.44	1.11		11.05
OAKMAN	E	62	10.19	10.40		8.50		f11.37	1.04		10.57
RANGER	NCE	70	10.15	10.35		8.46		f11.31	12.58		10.50
FAIRMOUNT	NE	70	10.11	10.30		8.42		f11.25	12.52		10.44
BOLIVAR	E	71	10.07	10.25		8.38		f11.19	12.46		10.38
RYDAL	E	71	10.03	10.21		8.34		f11.14	12.42		10.33
WHITE	NCE	70	9.59 ⁵³	10.16		8.30		f11.07	12.37		10.27
WYVERN	E	70	9.54	10.10 ⁵³		8.25		f10.55	12.30		10.20
NORTH YARD	E Yard		9.51	10.06		8.22		10.50	12.25		10.15
L JUNTA	N		9.50	10.00		8.20		10.40	12.15		10.00
			A. M.	A. M.	P. M.	P. M.		A. M.	P. M.		P. M.
			Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily		Daily
			36	32	4	18		8	54		56
ATLANTA			8.30AM	8.40AM	7.15AM	7.00PM					

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

Southward SOUTH ETOWAH AND BLUE RIDGE Northward

SECOND CLASS			First Class	Distance from Etowah	TIME TABLE No. 29 Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.	Car Capacity of Passenger Siding based on 44 feet per car.	First Class	SECOND CLASS	
109	13	1	4				14	110	
Mixed	Local Freight	Passenger	Passenger				Local Freight	Mixed	
Daily ex. Sunday	Daily ex. Sunday	Daily	Daily				Daily ex. Sunday	Daily ex. Sunday	
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
	6.00	10.15		L SOUTH ETOWAH	Yd.	1.28	4.05		
	6.12	s10.22	5.0	4.2 WETMORE	E	19	s1.21	3.48	
	6.20	10.27	8.3	3.3 OSWALD DOME	E	21	1.16	3.33	
	6.26	s10.32	11.0	2.7 RELiance	E	7	s1.12	3.25	
	6.32	f10.37	13.3	2.3 HIWASSEE	E	55	f1.07	3.15	
	6.49	f10.53	20.6	7.3 McFARLAND	E	43	f12.52	2.50	
	7.05	f11.06	25.7	5.1 APALACHIA	E	51	f12.41	2.30	
	7.25	s11.24	31.7	6.0 FARNER	NC E	18	s12.24	1.46	
	7.35	s11.30	34.3	2.6 TURTLETOWN	E	30	s12.18	1.21	
	7.45	f11.38	37.9	3.6 HARBUCK		16	f12.10	1.05	
	8.00	s11.48	42.2	4.3 DUCKTOWN	NC	23	s12.02	12.50	
	8.10	f11.55	45.8	3.6 McHARG		18	f11.55	12.40	
	9.00	s12.05	47.7	1.9 COPPERHILL	NC E	Yd.	s11.51	12.05	
	9.15	f12.13	51.2	3.5 KYLE	E	14	f11.40	11.52	
	9.25	f12.19	54.2	3.0 GALLOWAY	E		f11.33	11.46	
	9.30	f12.22	55.6	1.4 CURTIS		18	f11.29	11.43	
10.38	9.45	12.29	59.5	3.9 MURPHY JCT.	E	18	11.20	11.35 12.45	
10.45	10.00	s12.39	61.1	1.6 BLUE RIDGE	NC L	14	s11.15	11.25 12.40	
A. M.	A. M.	P. M.					A. M.	A. M.	P. M.
Daily ex. Sunday	Daily ex. Sunday	Daily					Daily	Daily ex. Sunday	Daily ex. Sunday
109	13	1					4	14	110

Southward BLUE RIDGE AND MARIETTA Northward

Second Class		First Class	Distance from Etowah	TIME TABLE No. 29 Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.	Car Capacity of Passenger Siding based on 44 feet per car.	First Class	Second Class
15	1	4				16	
Local Freight	Passenger	Passenger				Local Freight	
Daily ex. Sunday	Daily	Daily				Daily ex. Sunday	
A. M.	P. M.	A. M.	A. M.				
7.00	s12.39	61.1	L BLUE RIDGE	NC	14	s11.15	11.40
7.15	f12.50	66.6	5.5 LUCIUS		19	f10.59	11.15
7.20	f12.54	68.2	1.6 CHERRY LOG		10	f10.55	11.05
7.26	f12.59	70.7	2.5 WHITE PATH		18	f10.49	10.49
7.45	s 1.12	76.4	5.7 ELIJAY	NC	29	s10.36	10.05
8.10	f 1.28	83.6	7.2 TALONA		18	f10.18	9.37
8.25	s 1.35	86.5	2.9 WHITESTONE	NC	14	s10.12	9.25
8.40	s 1.45	90.7	4.2 TALKING ROCK		18	s10.02	9.15
9.00	1.55	94.8	4.1 WESTBROOK		13	9.53	9.00
9.10	s 2.01	97.1	2.3 JASPER	NC	15	s 9.48	8.48
9.36	s 2.13	102.0	4.9 TATE	NC	27	s 9.36	8.20
10.00	s 2.20	104.8	2.8 NELSON		37	s 9.28	8.05
10.25	s 2.28	108.3	3.5 BALL GROUND	NC	20	s 9.20	7.50
10.37	f 2.34	111.0	2.7 GOBER		18	f 9.14	7.30
10.53	f 2.41	114.5	3.5 KEITHSBURG		20	f 9.06	7.15
11.15	s 2.55	119.9	5.4 CANTON	D	26	s 8.54	6.50
	f 3.02	123.5	3.6 UNIVETER			f 8.44	
11.50	s 3.07	125.5	2.0 HOLLY SPRINGS	NC	18	s 8.40	6.12
12.11	f 3.11	127.6	2.1 TOONIGH		19	f 8.36	6.00
12.26	s 3.19	131.4	3.8 WOODSTOCK	NC	28	s 8.28	5.45
	f 3.29	136.2	4.8 BLACKWELLS			f 8.18	
1.06	f 3.36	139.8	3.6 WESTOAK		18	f 8.11	5.10
1.20	f 3.40	142.2	2.4 ELIZABETH		Yard	f 8.06	5.00
	3.45	143.5	1.3 MARIETTA	NC L		8.03	
P. M.	P. M.					A. M.	A. M.
Daily ex. Sunday	Daily					Daily	Daily ex. Sunday
15	1					4	16
4.30PM	163.6			20.1		7.15AM	
				ATLANTA			

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

Southward		OLD LINE		Northward	
FIRST CLASS		TIME TABLE		FIRST CLASS	
	1	No. 29		4	
Passenger	Distance from Mentor	Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.		Passenger	
Daily		STATIONS		Daily	
A. M.				P. M.	
s 8.26		L	MENTOR DE	81	s 3.20
s 8.31	2.20		LOUISVILLE		s 3.12
s 8.47	9.23		FRIENDSVILLE E	26	s 2.58
f 8.52	11.53		KISER		f 2.53
s 9.06	17.71		GREENBACK	19	s 2.39
s 9.10	18.87		JENA NEL	75	s 2.34
A. M.					P. M.
Daily					Daily
1					4

Southward		MARYVILLE BRANCH		Northward	
THIRD CLASS	SECOND CLASS	TIME TABLE		SECOND CLASS	THIRD CLASS
85	81	No. 29		82	86
Local Freight	Local Freight	Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.		Local Freight	Local Freight
Daily ex. Sunday	Daily ex. Sunday	STATIONS		Daily ex. Sunday	Daily ex. Sunday
A. M.	A. M.			A. M.	P. M.
s 11.00	s 8.45	L	ARMONA E	37	s 9.30
s 11.10	s 8.55	2.00	ALCOA D	7	s 9.20
11.20	9.05	3.71	MARYVILLE DL	Yard	9.10
A. M.	A. M.				A. M.
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday
85	81				82
					86

Southward		PINE MOUNTAIN BRANCH		Northward	
		STATIONS			
		L	SAVOY NCE	Yard	
			NEVISDALE E	Wye	
			GATLIFF L	Yard	

Southward		ATHENS AND TELlico BRANCH		Northward	
THIRD CLASS	TIME TABLE		SECOND CLASS	THIRD CLASS	
303	No. 29		302	304	
Mixed	Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.		Mixed	Mixed	
Daily ex. Sunday	STATIONS		Daily ex. Sunday	Daily ex. Sunday	
A. M.			A. M.	A. M.	
8.10		L	ATHENS D	Yard	7.50
8.15	1.73		SOUTH ATHENS	Wye	7.45
s 8.40	7.70	✓	ENGLEWOOD NE	Yard	s 7.25
f 9.00	9.76		NONABURG	6	f 10.38
f 9.20	16.37		MT. VERNON	8	f 10.18
9.40	22.51		TELLICO PLAINS DL	Yard	10.00
A. M.					A. M.
Daily ex. Sunday					Daily ex. Sunday
303					302
					304

Southward		MURPHY BRANCH		Northward	
SECOND CLASS	TIME TABLE		SECOND CLASS		
109	No. 29		110		
Mixed	Takes effect Saturday, May 5, 1945, at 10:00 P. M. Central Standard Time.		Mixed		
Daily ex. Sunday	STATIONS		Daily ex. Sunday		
A. M.			A. M.	P. M.	
9.20	82.9	L	MURPHY DE	Yard	2.10
f 9.47	75.3		RANGER	8	f 1.32
s 9.58	71.7		CULBERSON E	23	s 1.25
f 10.06	69.2		SWEET GUM	3	f 1.17
s 10.28	62.3		MINERAL BLUFF	10	s 12.55
10.38	59.5		MURPHY JCT. EL	18	12.45
A. M.					P. M.
Daily ex. Sunday					Daily ex. Sunday
109					110

Southward		LONG BRANCH		Northward	
		STATIONS			
		L	NEVISDALE E	Wye	
			PACKARD EL	Yard	

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

STREET AND HIGHWAY CROSSINGS, STATE AND CITY REGULATIONS

Attention is called to Tennessee State Law, Section 2628 of the Code, reading in part as follows:

"Subsection 3. On approaching a city or town, the bell or whistle shall be sounded when the train is at a distance of one mile, and at short intervals until it reaches its depot or station; and on leaving a town or city, the bell or whistle shall be sounded when the train starts, and at intervals until it has left the corporate limits.

"Subsection 4. Every railroad company shall keep the engineer, fireman, or some other person upon the locomotive, always upon the lookout ahead; and when any person, animal or other obstruction appears upon the road the alarm whistle shall be sounded; the brakes put down, and every possible means employed to stop the train and prevent an accident."

Subsection 3 above is applicable at the following incorporated towns on this Division:

Jellico	Oliver Springs	Harriman	Etowah
LaFollette	Alcoa	Englewood	Copperhill
Lake City	Maryville	Athens	Ocoee
Knoxville	Madisonville	Tellico Plains	

Boards indicating the location of the corporate limits of cities and towns in Tennessee have been erected, and at a point exactly one mile from the City Limits on either side of the city or town there is a "CW" post. The whistle should be sounded—one long blast as the engine is passing the "CW" post, so the engineman will be in position to testify that it was sounded exactly at the post. The engine bell should be ringing from the time the engine passes the "CW" post until the station is reached, if the train stops, and must again be started before the train leaves the station and rung continuously until the train passes out of the city limits. If the train does not stop at the station the bell must be rung continuously from the "CW" post until the train passes out of the city limits on the opposite side of city.

Knoxville Ordinance No. 1102 provides that it shall be unlawful to blow the engine whistle, except as required by Rules or State Laws. Violations subject to fine.

SUPERIORITY OF TRAINS

Superior Trains	Superior to	Requirements
Nos. 32, 36	No. 29	
Nos. 18, 36, 32	No. 1	
Inbound Trains Nos. 17, 35, 33, 29	Outbound Trains Nos. 17, 1, 35, 33	West Knoxville to Knoxville.
Inbound Trains Nos. 36, 32, 4, 18	Outbound Trains Nos. 18, 30, 36, 32	West Knoxville to Knoxville.

Inferior trains may run ahead of No. 4 South Etowah to Etowah.

Inferior trains may run ahead of No. 1 from Jena until overtaken.

Scheduled trains and light engines enroute to passenger station may run from West Knoxville to Knoxville ahead of over-due inbound trains. Over-due trains will run carefully keeping a sharp lookout for trains running ahead. This does not relieve such trains and engines from protecting as per Rule 99.

No. 4 may enter the main track at Mentor through the cross-over, provided no superior train is over-due, but must not foul main track ahead of schedule leaving time. Southward main line inferior trains may use the main track at Mentor, provided they can clear No. 4 at the crossover as prescribed by the rules. When No. 4 receives an order to wait at Mentor, or to meet a train at that point, No. 4 must not foul the main track at cross-over until the order is fulfilled.

Other freight trains will let fast freight trains by without delay.

Local freight and mixed trains will let fast freight trains by without delay and will be prompt in allowing other freight trains to pass.

No. 1 may use main track from north switch at Mentor to the cross-over against northward inferior trains but must head in at north switch when clearing northward superior train.

Unless otherwise directed by train order, trains specified in this rule will not protect against following extra trains between points shown:

Nos. 15 and 16 between Blue Ridge and Elizabeth.

Nos. 13 and 14 between Copperhill and Murphy Junction.

Nos. 109 and 110 between Murphy and Murphy Junction.

Under these instructions, extra trains, including work extras, must not follow regular trains named between points specified, except under protection, until they are informed by train order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

USE OF SIDINGS

The siding at Woodbine is a "siding of an assigned direction" (Southward), and is not to be used by northward trains, except as authorized by the Chief Train Dispatcher or, in an emergency, under flag protection (Rule 105).

The side track at North Yard extending south from the extreme north switch of yard, near signals 4211 and 4212, to the cross-over at mile post 422 is the siding for North Yard.

The side track extending from cross-over at North Yard office to switch connecting with N. C. & St. L. main line just north of junction switch at Junta, is the siding for Junta.

All northward second-class and inferior trains will use Junta siding in going from Junta to North Yard, except when, on authority of Yardmaster at North Yard, the towerman lines the route for main line movement.

The south drill track at Copperhill between the south switch and the cross-over just north of the passenger depot, will be used by passenger trains as siding for Copperhill. Other trains will use yard tracks.

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Nevisdale	At switch leading to Packard.
Lot	Nos. 29 and 19 will run by and back in on arrival and No. 30 will back out at Lot.
Oak Ridge	At switch leading to C. E. W. track near north end of Clinch River bridge.
Etowah	At first cross-over south of signals 3344 and 3343 for Etowah-Junta sub-division trains.
Junta	Schedules of trains into and out of Junta, apply on the main track between North Yard and the connection with N. C. & St. L. Ry.
Copperhill	At passenger depot.
Murphy Junction	At north "Y" main line switch for all southward trains. At south "Y" main line switch for all northward trains.
Elizabeth	At main line switch, Elizabeth yard.

CLEARANCE OF TRAINS (exceptions to Rule 83 (d))

Trains filling schedules shown below will proceed on schedules indicated, without clearance, Form A:

Schedule Arriving	At Station	Proceed as
No. 29	Lot	290
No. 290	Jellico	291
No. 291	Lot	29
No. 19	Lot	190
No. 30	Lot	300
No. 300	Jellico	301
No. 301	Lot	30
No. 611	Clairfield	612 but be governed by train order signal
No. 81	Maryville	82
No. 82	Armona	85
No. 85	Maryville	86
No. 302	Athens	303
No. 303	Tellico Plains	304
No. 304	Englewood	305 but be governed by train order signal
No. 1	South Etowah	1
No. 4	South Etowah	4

This does not affect Rule S-87.

Second class and inferior trains will receive Clearance Form A at Dossett.

Northward trains will receive Clearance Form A at Alcoa.

All trains will receive Clearance Form A at Copperhill during hours operator on duty.

Trains will receive Clearance Form A at agents office in CEW area Oak Ridge.

STOPS FOR PASSENGERS

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

Trains	Stations
No. 36	LaFollette and Williamsburg to land passengers arriving Atlanta in through cars from points beyond.
Nos. 1 and 4	Vestal, Topside, Chandler, Kincaid, Cambria, Austral, Hambright, Probst, Hood, Maxwell, Northcutt, Ella Gap, Tioga, Carns Mill, Keiths, Brown. Regular stop, Smith Creek.
Nos. 29 and 30	Emlyn, Mountain Ash, Leinart.
No. 18	Chatsworth for revenue passengers from Atlanta and beyond, and for Cincinnati, Louisville and beyond.
No. 32	LaFollette for revenue passengers from Atlanta and beyond, or for Louisville, Cincinnati and beyond.
No. 33	Williamsburg and LaFollette for revenue passengers from Cincinnati, Covington and beyond, or for Atlanta and beyond.
Nos. 7 and 8	Conasauga, Cisco, Carters, Pine Log, McCallie.
Local passenger and mixed trains on branches	All stations and platforms shown on local passenger tariffs.

SPECIAL MOVEMENTS**Corbin Terminals**

All trains will approach cross-overs north and south of Center Street at restricted speed.

The time of passenger trains applies at the passenger yard tracks where such trains are received or from which they depart; the time of freight trains applies at the yard tracks where they are received or from which they depart.

Knoxville & Atlanta Division passenger trains will approach switches leading to passenger yard tracks at restricted speed.

Southward Knoxville & Atlanta Division second class and inferior trains will use the scale drill (extreme East Track) from the East Yard to the siding at Woodbine, and proceed through Woodbine siding, receiving train order or clearance Form A at Woodbine before entering the Knoxville & Atlanta Division main track.

Northward Knoxville & Atlanta Division second class and inferior trains will use the main track from the South switch of Woodbine siding to cross-over at Bacon Creek and enter the East Yard through the Bacon Creek cross-over and switching drill (which is the West drill track). Such trains will not use siding at Woodbine except by permission of the train dispatcher.

Switchtenders are located at following points:

Center Street.

North end of East Yard and North end of West Yard.

Switchtenders will use yellow flags by day and yellow lights by night for signaling, except that switchtenders at Center Street will use green flags and lights for signaling to northward trains, and switchtenders at north end of East Yard will use green flags and lights for signaling to trains leaving that end of the East Yard.

When moving on lead, and switch for any track is against movement, that track must not be fouled until switch has been set for lead. When moving out of track, do not foul lead until switch has been properly set.

Preference of Engine Movements to and from Roundhouse

Passenger engine movements must be given preference over other engine movements to and from the Roundhouse.

Engine movements from the Roundhouse to trains must be given preference over engine movements from trains to the Roundhouse between engines in the same class of service.

At LaFollette

The siding at LaFollette extends from the main track switch at Signal No. 2231, at the north end, to the main track switch at Signal No. 2242, at the south end.

"Hold Main" signal for southward trains will be displayed from the mast of Signal No. 2231, and for northward trains from mast of Signal No. 2242.

Trains which would otherwise take siding at LaFollette will, upon receiving "Hold Main" indication, proceed to train order office against or ahead of superior trains without orders.

"Hold Main" indication will be given only on authority of the train dispatcher.

The dispatcher must not authorize "Hold Main" unless orders which permit movement beyond LaFollette are ready for delivery.

"Hold Main" signals do not in any way modify or supersede Block Signal Rules nor dispense with the proper observance of Block Signals.

Trains receiving "Hold Main" indication must use the main track and, if signal indicates Stop, flag through the block.

While doing interchange work at LaFollette, movements made on the Coal Company's tracks must be protected as prescribed by Rule 99, and speed must not exceed six miles per hour. When through working, all inside switches must be left set for Coal Company's tracks, and the switch from

incline track to upper storage track must be set with target green for storage. Cars may be left on incline.

Between Jellico, Lot and High Cliff

A disc signal inscribed "ON JELLILO BRANCH" attached to mast of Signal 2024 at High Cliff is used to inform northward inferior trains that No. 29 or No. 30 is on Jellico Branch, but does not relieve inferior trains from clearing, and checking register against, these schedules at Lot.

The control switch for the disc signal is in locked box attached to signal case of signal 2013 at Lot.

Disc signal will be set by trainman who closes main track switch at Lot AFTER No. 29 or No. 30 enters Jellico Branch, and will be released by trainman immediately BEFORE train returns to main track. Closing control switch displays the signal; opening it conceals the signal.

Inferior northward trains going beyond Lot on the main line will not go to LOT for No. 29 unless the disc signal at High Cliff indicates "ON JELLILO BRANCH."

Inferior northward trains unable to proceed beyond Lot ahead of No. 30's schedule will not pass north switch at High Cliff while disc signal indicates "ON JELLILO BRANCH."

Knoxville and West Knoxville

Passenger trains enroute to Knoxville will back into passenger station. Conductors must ride rear platform while train is backing between West Knoxville and Knoxville and will give such communicating whistle signals (16-F, 16-B) enroute and in the station as may be necessary, considering the speed approaching bumper, distance therefrom, and the braking being done by engineman. Conductor will apply brakes only in case of emergency. Engineman will regulate speed of train and make stop in passenger station.

Trains and engines must approach the "Y" switches at West Knoxville at restricted speed.

Knoxville-Etowah sub-division first class trains moving southward through the south leg of the wye at West Knoxville must not foul the main track at south wye switch until it is seen that the main track through this switch is clear. This is for protection of northward inferior trains on account of the impracticability of providing flag protection but does not relieve such northward trains from clearing southward superior trains according to rules.

Corbin-Knoxville sub-division first class trains moving northward through the north leg of the wye at West Knoxville must not foul the main track at north wye switch until it is seen that the main track through this switch is clear. This is for protection of Knoxville-Etowah sub-division southward inferior trains only moving through cross over near signal 2751 at yard office on the time of northward Corbin-Knoxville sub-division first class trains but such a movement must not be started unless authorized by the Yard Master.

Corbin-Knoxville sub-division inferior southward first class trains will pull in on Freight Lead track at north end of yard when meeting superior northward first class trains, either on time table or train orders, at West Knoxville.

Inbound trains, West Knoxville to Knoxville, receiving restricting orders advancing opposing trains Knoxville to West Knoxville, moving in the same time table direction as the restricted train, will fulfill such orders on the main track between the north and south wye switches.

Corbin-Knoxville sub-division inferior northward first class trains will clear southward superior first class trains on the north leg of the "Y" when meeting them, either on time table or train orders, at West Knoxville.

Clearances on the West Knoxville "Y" are:

South "Y" switch enroute bridge to Knoxville.....570 feet.

South "Y" switch to North "Y" switch enroute to yard office.570 feet.

East "Y" switch to North "Y" switch, direct Knoxville

to West Knoxville yard office.....630 feet.

Southward inferior trains and engines may, upon instructions of the Yard Master, run ahead of Corbin-Knoxville sub-division superior southward trains without orders between signal No. 2751 and signal No. 2761 in West Knoxville yard limits but must be governed by block rules and signal indications and clear Knoxville-Etowah superior southward trains in accordance with the rules.

Northward inferior trains and engines may run against Corbin-Knoxville sub-division superior southward trains without orders between signal No. 2762 and signal No. 2752 in West Knoxville yard limits but must be governed by block rules and signal indications and clear Knoxville-Etowah sub-division superior southward trains in accordance with the rules.

Trains stopped by Signals Numbers 2751 and 2762, in West Knoxville Yard, must flag through block.

When it is desired that a southward through freight train hold main track at West Knoxville the towerman at Willoughby will, on instructions from the yard master, display a disc signal—black lettering on white background and illuminated at night. A southward through freight train that would otherwise head in No. 7 track at West Knoxville will, upon receiving "HOLD MAIN" signal at Willoughby, proceed on the main track to yard office provided it can properly clear first class trains in accordance with rules.

HELPER ENGINE, CHASKA HILL

Helper engine will at all times display two yellow flags, and in addition, at night, two yellow lights, in the places provided for that purpose on front of engine.

After assisting trains to Duff, the helper engine will return to Chaska against and ahead of second class and inferior trains.

Southward second class and inferior trains must not leave Chaska until the helper arrives, nor leave an intermediate station between Chaska and Duff when passed by the helper, until the helper returns, unless otherwise directed by train-order. Trains from Hog Camp Branch and southward second class and inferior trains originating between Duff and Chaska must not proceed south without orders against the helper. Upon arrival at Duff, helper will clear main track by heading in house track. During such hours as the train-order offices are open helper must obtain train-order or clearance Form A before leaving Duff or any intermediate turning point returning to Chaska. Unless otherwise instructed, helper will take siding at meeting points with southward trains. Engineman on helper will receive copy of all train orders placed at Chaska, Habersham and Cotula addressed to the train being assisted and train engineman will acquaint the helper engineman of any other orders affecting the train between Chaska and Duff. Northward train holding the main track and meeting train at Duff must not foul north switch of house track. If helper engine is not equipped with backup train control it will be headed north and cut in train directly behind road engine.

AIR BRAKES

Not less than 85 percent of all air brakes in train must be operative. Engine and tender to be figured as two cars and the caboose as one car.

Use of Retainers

When necessary and upon request of engineman a sufficient number of retaining valves will be used to control the train:

Duff to LaFollette—Duff to Chaska—Khotan to Oliver Springs. Stansbury to Mile Post KX-379.

Cowart's Summit Mile Post KX-441 to Mile Post KX-445.

M.P. KX-459 to M.P. KX-464 and M.P. KX-459 to M.P. KX-455.

Westbrook to Talking Rock—Farner to Apalachia.

Trains to be stopped to turn up and to turn down retainers.

MISCELLANEOUS

When moving on the lead and switch for any track is against movement, that track must not be fouled until switch has been set for lead. When moving out of track, do not foul lead until switch has been properly set. It is expected that these instructions will apply at any location on the K&A division.

When trains use Hog Camp main at Ilford, or Crooked Fork main at Kilsyth, as a siding, they must protect against mine crews. Mine crews returning from mines must look out for flagmen protecting such trains.

On Mountain Ash Spur move at restricted speed looking out for cars, but cars must not be left on main track of this spur without instructions from Chief Dispatcher.

Look out for coal tipples at mines, as they will not clear a man on side or top of a car.

Trains moving south through tunnel at Holton must not foul track leading to Trevilion until it is seen that main track between tunnel and yard limit board is not already occupied.

Trains moving north through tunnel at Holton must not foul Holton siding until it is seen that siding is not being used by some other train, and if train has more than 10 cars it must not foul Holton siding until its orders permit it to proceed. Trains or engines not having right of track through tunnel at Holton must protect by flag.

Trains in either direction on the New Line when using siding at Jena must clear south leg of "Y" as the latter track and that part of the passing track south of the south "Y" switch form a part of the main line between Jena and Greenback. Southward trains via Old Line will approach south "Y" switch at Jena at restricted speed.

Look out for cars on passing tracks at Jones, Kirkstall, Kingsley and at Armona.

Trains using Hog Camp Branch will run at restricted speed between Ilford and north switch of Italy switching track. Cars must not be left on Hog Camp main without instructions from Chief Dispatcher.

Extra, South, will leave cars on main track between wye switches at Oliver Springs; same crew returning from Windrock will move these cars from main track and will leave other cars on main track south of south wye switch or between wye switches at Oliver Springs, and on return from Harriman will clear the main track. Other trains moving through Oliver Springs be governed accordingly.

No. 302 will leave the East and North wye switches at South Athens set for direct movement between Athens and North Athens until return of engine from North Athens enroute to Athens for No. 303.

No. 303 will leave main track switch leading from A. & T. main to the depot at Englewood lined for movement towards Tellico Plains from departure of No. 303 until arrival of No. 304 at Englewood.

Private tracks must not be used for any purpose other than for which constructed.

Trains and engines turning at North Yard must enter wye through north switch.

TONNAGE RATINGS OF ENGINES

CLASS	Nor- mal	A	B	CLASS	Nor- mal	A	B
Corbin to West Knoxville				Chaska to Duff—Single			
J-4	3075	2860	2645	J-4	1890	1755	1625
J-3	2675	2490	2300	J-3	1640	1525	1410
H-29A	2395	2230	2060	H-29A	1470	1370	1265
H-28A-29	2290	2130	1970	H-28A-29	1410	1310	1215
West Knoxville to North Yard				North Yard to Atlanta			
J-4	3365	3130	2890	J-4	2610	2425	2245
J-3	2925	2720	2515	J-3	1900	1900	1900
H-29A	2620	2435	2255	H-29A	1700	1700	1700
H-28A-29	2515	2335	2160	H-28A-29	1700	1700	1700
Atlanta to North Yard				North Yard to West Knoxville and Duff to Corbin			
J-4	2610	2425	2245	J-4	3075	2860	2445
J-3	2270	2110	1950	J-3	2675	2490	2300
H-29A	2035	1890	1750	H-29A	2395	2230	2060
H-28A-29	1950	1815	1675	H-28A-29	2290	2130	1970
West Knoxville to Duff				Oliver Springs—Harriman			
J-4	1725	1605	1485	H-29A	1250	1170	1100
J-3	1500	1400	1300	H-28A-29	1200	1120	1050
H-29A	1345	1250	1155	K-4 engines 61% of J3 rates.			
H-28A-29	1290	1200	1110				

KC2 and KC4 Atlanta to Etowah J3 engine 1800 tons not over 45 cars.
KC2 and KC4 Etowah to West Knoxville.

J3 engine 2000 tons not over 45 cars.

J4 engine 2300 tons not over 50 cars.

West Knoxville to Corbin.

J3 engine 1300 tons not over 45 cars.

J4 engine 1525 tons not over 50 cars.

Assisted trains, West Knoxville to Duff, will be given Duff-to-Corbin tonnage for engines going through.

Unless otherwise instructed by Chief Dispatcher:

MAXIMUM LENGTH OF TRAINS BETWEEN CORBIN AND NORTH YARD

70 cars; except

KC-3 Corbin to West Knoxville 57 cars.

KC-5 West Knoxville to Etowah 60 cars.

Solid trains of box cars 55 cars.

In all cases count engine and caboose as 3 cars; two engines and caboose 5 cars.

Car limit from Atlanta:

not counting engine and caboose

J-3—L-1 engines 55 cars.

H-29—H-29A stoker fired 45 cars.

K-4 and H29 hand fired 35 cars.

Harriman—Oliver Springs			
CLASS	Nor- mal	A	B
H-29	1400	1300	1200
H-29A	1450	1345	1240
J-3	1600	1490	1380

SINGLE ENGINE RATING

From	To	J3	H29A	H28A H29
Etowah	McFarland	2200	1935	1835
McFarland	Apalachia	1900	1700	1600
Apalachia	Farner	950	850	800
Farner	Blue Ridge	1400	1250	1150
Blue Ridge	Etowah	1145	1025	950
Blue Ridge	Talking Rock		850	815
Talking Rock	Westbrook		725	695
Westbrook	Holly Springs		825	790
Holly Springs	Marietta		950	910
Marietta	Blue Ridge		850	815
On Murphy Branch	North & South		700	670

DOUBLING RATING

From	To	J3	H29A	H28A H29
Blue Ridge	Etowah	2200	1800	1750
Apalachia	Farner	1900	1700	1600

GENERAL RULE

Normal tonnage ratings will govern at all times, unless otherwise instructed. A reduction under these ratings will be made, account of weather conditions, on instructions of the Chief Train Dispatcher.

Local freight trains and mine-switching runs will be governed by Rule 1012.

Fifteen tons more or less than the above ratings for engines of H-28A Class and under, and twenty-five tons more or less for engines above the H-28A Class of engines will be considered full tonnage.

SYMBOL FREIGHT TRAIN SCHEDULES
(These schedules do not confer any time-table authority)

Southward		Stations	Northward	
KC-5	KC-3		KC-2	KC-4
(1)	(1)		(1)	(1)
PM	AM		PM	PM
5:00	12:45	Corbin	10:00	12:01
8:45	4:30	W. Knoxville	5:10	5:10
11:15	7:00	Etowah	3:25	1:25
8:00	3:45	Atlanta	11:00	8:00
AM	PM		AM	PM

(1) Daily.

R. S. ALLISON,
Train Master,
KNOXVILLE, TENN.

F. C. HOWARD,
Assistant Train Master,
KNOXVILLE, TENN.

G. F. HAMMOND,
Assistant Train Master,
KNOXVILLE, TENN.

H. H. DAVIS,
Chief Train Dispatcher,
KNOXVILLE, TENN.

E. R. WEBB,
Night Chief Train Dispatcher,
KNOXVILLE, TENN.

F. MAUNEY,
Traveling Engineer,
KNOXVILLE, TENN.

C. A. BAKER,
Traveling Engineer,
KNOXVILLE, TENN.

L. S. LONG,
Traveling Engineer,
KNOXVILLE, TENN.

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. S. R. MILLER,
Knoxville, Tenn.
Dr. W. S. AUSTIN, Associate
Surgeon, Knoxville, Tenn.
Dr. KYLE C. COPENHAVER,
Associate Surgeon,
Knoxville, Tenn.
Dr. C. S. WARD, Ga. & N. C.,
Atlanta, Ga.

LOCAL SURGEONS

Dr. F. S. SMITH, Corbin, Ky.
Dr. K. P. SMITH, Corbin, Ky.
Dr. J. E. PARKER, Corbin, Ky.
Dr. E. B. STONESIFER,
Williamsburg, Ky.
Dr. A. A. RICHARDSON,
Williamsburg, Ky.
Dr. GARFIELD HOWARD,
Gatlif, Ky.

LOCAL SURGEONS—Continued.

Dr. F. J. SLEMONS,
Jellico, Tenn.
Dr. U. S. CARDEN,
LaFollette, Tenn.
Dr. J. W. PRESLEY, Asst.
LaFollette, Tenn.
Dr. S. D. QUEENER,
Jacksboro, Tenn.
Dr. J. M. COX, Lake City, Tenn.
Dr. A. R. GARRISON,
Byington, Tenn.
Dr. B. W. BAGWELL,
Madisonville, Tenn.
Dr. HY M. CARR,
Harriman, Tenn.
Dr. J. S. TIPTON,
Friendsville, Tenn.

LOCAL SURGEONS—Continued.

Dr. J. E. HALL, Jena, Tenn.
Dr. J. M. McCULLOCH,
Maryville, Tenn.
Dr. D. F. SEAY,
Englewood, Tenn.
Drs. W. E. and C. O. FOREE,
Assistant Surgeons, Athens,
Tenn.
Dr. W. W. LEONARD,
Tellico Plains, Tenn.
Dr. W. S. MOORE, Etowah, Tenn.
Dr. W. Y. GILLIAM,
Copperhill, Tenn.
Dr. B. W. WHITFIELD,
Murphy, N. C.
Dr. J. M. DAVES,
Blue Ridge, Ga.

LOCAL SURGEONS—Continued.

Dr. M. G. HENDRIX,
Ball Ground, Ga.
Dr. GRADY COKER,
Canton, Ga.
Dr. R. H. BRADLEY,
Chatsworth, Ga.
Dr. G. T. BANKS,
Fairmount, Ga.
Dr. W. E. WOFFORD,
Cartersville, Ga.
Dr. W. H. PERKINSON,
Marietta, Ga.
Dr. W. E. PERSON,
Atlanta, Ga.
OCULISTS
Dr. J. RALPH HAMILTON,
Knoxville, Tenn.
Dr. ALTON HALLUM,
Atlanta, Ga.
Dr. C. A. MOSS, Corbin, Ky.

