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LOUISVILLE & NASHVILLE RAILROAD COMPANY

KNOXVILLE DIVISION

TIME-TABLE No.

1

TAKES EFFECT

SUNDAY, NOVEMBER 14, 1971

12:01 A.M., EASTERN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

D. D. STRECH,
Vice President—Operation

A. JAMES, JR.,
Gen. Mgr.—Northern Region

S. P. STRICKLAND,
Chief Trans. Officer

R. L. AGEE,
Superintendent

K. L. STIVERS,
Asst. Superintendent

J. B. TROSPER,
Asst. Superintendent

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

Corbin — Train Order Office
 Corbin — East Yard Office
 Corbin — Roundhouse
 Loyall — Train Order Office
 Loyall — Roundhouse
 Middlesboro — Train Order Office
 Norton — Train Order Office
 Norton — Roundhouse
 LaFollette — Agent's Office
 Jellico — Agent's Office
 West Knoxville — Yard Office
 West Knoxville — Roundhouse
 Etowah — Yard Office
 Etowah — Roundhouse
 Blue Ridge — Agent's Office
 Ball Ground — Agent's Office
 Cartersville — Crew Room
 Marietta — Crew Room
 Tilford — Yard Office
 Tilford — Bowl Crew Room
 Tilford — Enginemen's Washroom
 Tilford — Switchmen's Locker Room — Mechanical Bldg.
 Tilford — Locker Room — Yard Office Basement

SUB-DIVISIONS

Cumberland Valley — Between Corbin and Norton, including branches
 Knoxville — Between Corbin and Etowah, including branches
 Atlanta — Between Etowah and Junta
 Copperhill — Between Etowah and Elizabeth, including Murphy Branch

DOUBLE TRACK

Between Loyall and Harlan Junction

STANDARD CLOCKS

Corbin — Train Order Office
 Loyall — Train Order Office
 Middlesboro — Train Order Office
 Norton — Train Order Office
 LaFollette — Crew Room
 Knoxville — Dispatcher's Office
 West Knoxville — Yard Office
 Etowah — Yard Office
 Blue Ridge — Crew Room
 Ball Ground — Crew Room

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Hagans	At Martin's Fork Branch Junction switch
Trevilion	Clearance point east wye turnout
Etowah	First crossover south of Signals 3344 and 3343 for all trains
Murphy Junction	At north wye main track switch for southward trains At south wye main track switch for northward trains
Elizabeth	Switch to Atlanta Division East Siding

TRAIN ORDER OFFICES

Station	Hours Open
Corbin*	Continuous
Middlesboro*	7:00 a.m. to 11:00 p.m. Monday through Friday 7:00 a.m. to 3:00 p.m. Saturday
Ewing	1:00 p.m. to 5:00 p.m. Monday through Friday
Rose Hill	8:15 a.m. to 11:45 a.m. Monday through Friday
Pennington	8:00 a.m. to 5:00 p.m. Monday through Friday
Cumberland	8:00 a.m. to 5:00 p.m. Monday through Friday
Norton*	Continuous, except closed 11:00 p.m. Saturday to 7:00 a.m. Sunday, and 3:00 p.m. to 11:00 p.m. Sunday
Loyall	Continuous, except closed 11:00 p.m. Saturday to 7:00 a.m. Sunday, and 3:00 p.m. to 11:00 p.m. Sunday
Jellico*	7:00 a.m. to 4:00 p.m. daily except Sunday
Knoxville*	Continuous, except closed 11:00 p.m. Saturday to 7:00 a.m. Sunday
Etowah*	Continuous
Calhoun*	7:00 a.m. to 4:00 p.m. daily
Chatsworth	11:00 p.m. Sunday to 11:00 p.m. Monday 7:00 a.m. to 11:00 p.m. Tuesday 7:00 a.m. Wednesday through 3:00 p.m. Saturday 11:00 p.m. Saturday to 7:00 a.m. Sunday
Fairmount	8:00 a.m. to 5:00 p.m. Monday through Friday
Junta*	Continuous
Copperhill*	6:00 a.m. to 2:00 p.m. and 10:00 p.m. to 12 midnight Monday 12 midnight to 2:00 p.m. and 10:00 p.m. to 12 midnight, Tuesday through Friday 12 midnight to 2:00 p.m. Saturday
Blue Ridge*	7:00 a.m. to 4:00 p.m. Monday through Friday
Whitestone*	8:00 a.m. to 5:00 p.m. Monday through Friday
Tate*	8:00 a.m. to 5:00 p.m. Monday through Friday
Ball Ground*	8:00 a.m. to 5:00 p.m. Monday through Friday
Canton*	7:00 a.m. to 4:00 p.m. Monday through Friday

*Station not equipped with fixed signal as prescribed by Rule 221.

Trains must obtain Clearance Form A at Middlesboro, Copperhill, Whitestone, Tate, Ball Ground and Canton when Train Order Office is open.

(Continued on page 14)

SOUTHWARD

CORBIN AND LOYALL

NORTHWARD

SECOND CLASS						Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	Car Capacity of Stairs based on 44 feet per car	SECOND CLASS					
863	57	55	865	31	33				58	32	864	30	56	862
Fast Freight	Freight	Freight	Fast Freight	Freight	Local Freight				Freight	Local Freight	Fast Freight	Freight	Freight	Fast Freight
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday				Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	STATIONS		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
9.00	8.00	10.30	9.45	7.00	6.30	172.12	L CORBIN A O		5.30	12.45	6.30	1.35	7.45	4.30
						172.80	0.68 FORBES							
						175.73	2.93 SILER							
						179.33	3.60 ARKLE	141						
						184.55	5.22 BAILEYS	87						
				7.31		187.18	2.63 HEIDRICK	Branch				12.15		
						188.77	1.59 BARBOURVILLE	176						
						202.81	14.04 PINEVILLE	193						
					8.20	205.27	2.46 HARBELL	Jct.		11.06				
						210.50	5.23 VARILLA	184						
						223.43	12.93 BLACKMONT	168						
						236.94	13.51 WILHOIT	261						
11.30	10.25	12.47	12.10			239.60	2.66 LOYALL L O		1.36		12.05		3.49	11.05
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday				Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily
863	57	55	865	31	33				58	32	864	30	56	862

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

LOYALL AND GLENBROOK — SOUTHWARD

SECOND CLASS											Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	
	863	57	39	55	865	37	35	41					
	Fast Freight	Freight	Freight	Freight	Fast Freight	Freight	Freight	Freight					
	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday					
	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.			STATIONS		
	11.30	10.25	1.25	12.47	12.10	10.00	7.20	6.00	239.60	L	LOYALL	O	
	11.35	10.30	1.30	12.52	12.15	10.05	7.25	6.05	240.43		0.83 BAXTER		
	11.50		1.35		12.20	10.10	7.30	6.10	242.00		1.57 HARLAN JCT.		
			1.40				7.35		242.37		0.37 HARLAN		
			2.00				7.45		246.36		3.99 COXTON		
			2.05				7.50		247.40		1.04 AGES		
			2.15				8.15		250.84		3.44 EVARTS		
							8.35		257.01		6.17 HIGHSPLINT		
							9.05		263.70		6.69 GLOSTER		
							9.25		270.40	A	6.70 GLENBROOK		
	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.					
	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday					
	863	57	39	55	865	37	35	41					

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

GLENBROOK AND LOYALL — NORTHWARD

TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time			Car Capacity of Sidings based on 44 feet per car	SECOND CLASS											
				58	40	34	864	36	38	56	862				
				Freight	Freight	Freight	Fast Freight	Freight	Freight	Freight	Fast Freight				
				Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily				
STATIONS				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.						
A	LOYALL	0		1.36	9.10	12.10	12.05	2.00	4.30	3.49	11.05				
	0.83			1.31	9.05	12.04	11.20	1.51	4.25	3.44	10.20				
	BAXTER														
	1.57				9.00	11.59	11.15	1.45	4.20		10.15				
	HARLAN JCT.														
	0.37					11.55			4.15						
	HARLAN														
	3.99					11.40			4.00						
	COXTON	91													
	1.04					11.35			3.15						
	AGES	41													
	3.44					11.10			3.00						
	EVARTS	39													
	6.17					10.30									
	HIGHSPLINT														
	6.69					10.00									
	GLOSTER	110													
	6.70					9.45									
L	GLENBROOK														
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.				
				Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily				
				58	40	34	864	36	38	56	862				

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

SOUTHWARD

HARBELL AND NORTON

NORTHWARD

SECOND CLASS						Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	Car Capacity of Stings based on 44 feet per car	SECOND CLASS				
863	865	33	49	864	48				32	862			
Fast Freight	Fast Freight	Local Freight	Local Freight	Fast Freight	Local Freight				Local Freight	Fast Freight			
Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday				Daily ex. Sunday	Daily			
A.M.	P.M.	A.M.	A.M.	STATIONS				A.M.	A.M.	A.M.	P.M.		
		8.20		205.70	L	HARBELL	A				11.06		
		8.30		209.28		FERNDALE					10.51		
		8.45	8.00	215.47		MIDDLESBORO	O			10.40	10.40		
			8.05	216.71		BELT JUNCTION				10.35			
	Via Harlan Jct.		8.15	219.56		CUMBERLAND GAP	48	Via Harlan Jct.		10.25		Via Harlan Jct.	
			8.33	227.28		WHEELER	28			10.05			
			8.50	234.57		EWING	O			9.55			
			9.00	238.89		ROSE HILL	O			9.45			
		12.30	1.10	243.62		HAGANS			10.26	9.30		9.26	
		12.42	1.22	248.11		HUBBARD SPRINGS	77		10.15			9.15	
		1.10	1.50	260.02		PENNINGTON	O		9.45			8.45	
		1.20	2.00	265.05		DRYDEN			9.31			8.31	
		1.42	2.22	275.97		BIG STONE GAP	88		9.09			8.09	
		1.54	2.36	279.79		APPALACHIA	49		9.01			8.01	
		2.34	3.15	287.97		DORCHESTER JCT.			8.40			7.40	
		5.00	3.40	290.14	A	NORTON	O L		8.30			7.30	
		A.M.	P.M.	A.M.	A.M.					A.M.	A.M.	A.M.	P.M.
		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday					Daily	Daily ex. Sunday	Daily ex. Sunday	Daily
		863	865	33	49					864	48	32	862

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

SOUTHWARD

BAXTER AND LYNCH

NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car	SECOND CLASS				
		55	57						58	56		
		Freight	Freight						Freight	Freight		
		Daily	Daily						Daily	Daily		
		P.M.	P.M.			A.M.	P.M.					
		12.52	10.30	240.43	L	BAXTER	A	1.31	3.44			
		1.03	10.41	245.67		5.24 RHEA		99	1.21	3.34		
		1.15	10.53	251.45		5.78 NOLANSBURG		93	1.09	3.23		
		1.25	11.04	256.35		4.90 DIONE		101	12.41	3.11		
		1.35	11.11	260.07		3.72 CHAD	Yard		12.31	3.01		
		1.40	11.16	262.23		2.16 CUMBERLAND	O	58	12.26	2.56		
		1.45	11.21	264.53		2.30 BENHAM		45	12.15	2.45		
		1.50	11.26	266.57	A	2.04 LYNCH	L		12.05	2.35		
		P.M.	P.M.						A.M.	P.M.		
		Daily	Daily						Daily	Daily		
		55	57						58	56		

SOUTHWARD

HARLAN JCT. AND HAGANS

NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car	SECOND CLASS					
	863	865	37	41						40	864	36	862
	Fast Freight	Fast Freight	Freight	Freight						Freight	Fast Freight	Freight	Fast Freight
	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday						Daily ex. Sunday	Daily	Daily ex. Sunday	Daily
	P.M.	P.M.	A.M.	A.M.			A.M.	A.M.	P.M.	P.M.			
	11.50	12.20	10.10	6.10	242.00	L	HARLAN JCT.	A	9.00	11.15	1.45	10.15	
	11.55	12.25	10.15	6.20	242.98		0.98 DRESSEN		8.50	11.11	1.41	10.10	
	12.06	12.36	11.00 ⁸⁶⁴		248.42		5.44 GLIDDEN	118		11.00 ³⁷	1.30	10.00	
	12.11	12.41	11.20		250.15		1.73 POPEVILLE			10.55	1.25	9.55	
	12.18	12.48			253.33		3.18 FLAGLER	94		10.47		9.47	
	12.28	12.58			258.67		5.34 SMILEY	58		10.36		9.36	
	12.30	1.10			260.34	A	1.67 HAGANS	L		10.26		9.26	
	A.M.	P.M.	A.M.	A.M.					A.M.	A.M.	P.M.	P.M.	
	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday					Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	
	863	865	37	41					40	864	36	862	

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

HEIDRICK AND MANCHESTER SOUTHWARD				PENNINGTON AND POCKET NORTHWARD				SOUTHWARD				NORTHWARD						
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time		Car Capacity of Sidings based on 44 feet per car	SECOND CLASS		SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time		Car Capacity of Sidings based on 44 feet per car	SECOND CLASS				
	31						30				47						46	
	Local Freight						Local Freight				Freight						Freight	
	Daily ex. Sunday						Daily ex. Sunday				Daily ex. Sunday						Daily ex. Sunday	
	A.M.		STATIONS		P.M.			A.M.			STATIONS		A.M.					
	7.31	187.18	L HEIDRICK A		12.15			5.50	260.02	L PENNINGTON O A			11.40					
	7.56	192.58	5.40 GIRDLER	34	11.58			6.00	262.04	A POCKET L			11.30					
	8.06	196.29	3.71 FOUNT		11.45			A.M.					A.M.					
	8.21	202.07	5.78 JONSEE		11.30			Daily ex. Sunday					Daily ex. Sunday					
	8.36	208.02	5.95 GARRARD		11.15			47					46					
	8.41	208.81	0.79 HORSE CREEK JCT.		11.10													
	8.50	210.02	1.21 A MANCHESTER L		11.05													
	A.M.				A.M.													
	Daily ex. Sunday				Daily ex. Sunday													
	31				30													

SOUTHWARD				CUMBERLAND AND SCOTIA				NORTHWARD			
				Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time		Car Capacity of Sidings based on 44 feet per car				
					STATIONS						
				262.23	CUMBERLAND O						
				273.97	11.74 SCOTIA						

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

MIDDLESBORO AND PIONEER SOUTHWARD STONY FORK JCT. AND FORK RIDGE NORTHWARD

		Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car					Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car							
			STATIONS							STATIONS								
		215.49	MIDDLESBORO 0						219.07	STONY FORK JCT.								
			0.57							0.38								
		216.56	QUEENSBURY						219.45	GRAVITY YARD								
			2.51							2.97								
		219.07	STONY FORK JCT.						222.42	FORK RIDGE JCT.								
			2.74							0.58								
		221.81	PIONEER						223.00	FORK RIDGE								

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

CORBIN AND ETOWAH — SOUTHWARD

SECOND CLASS												Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time		
845	847	855	851	841	201	843	867	829	869		STATIONS				
Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Southern Freight	Local Freight	Fast Freight	Piggy- back	Fast Freight						
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily						
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.						
					6.01		3.00	6.40	12.10	172.23	L	CORBIN	O		
										185.73		WOFFORD			
										189.68		WILLIAMSBURG			
							5.05			191.21		SAVOY			
										198.53		SAXTON			
						6.05				201.32		LOT			
	5.05					6.20				205.96		HOLTON			
					8.10					207.16		MORLEY			
										210.68		CHASKA			
										219.57		KILSYTH			
	6.10						6.05			224.00		LAFOLLETTE			
										228.63		JACKSBORO			
										243.92		GRANITE			
		12.30								250.12		DOSSETT			
										252.96		KIRKSTALL			
										268.09		AMHERST			
		1.45		7.01						275.39		WEST KNOXVILLE			
										276.91		KNOXVILLE	O		
										283.56		SINGLETON			
										286.68		MENTOR			
										288.96		ARMONA			
										295.89		BINFIELD			
				11.40	9.49					301.91		JENA			
										313.11		FAGIN			
										327.41		ENGLEWOOD			
			1.10				9.00	1.01	5.31	334.37	A	ETOWAH	O		
	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.					
	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily					
	845	847	855	851	841	201	843	867	829	869					

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

ETOWAH AND CORBIN — NORTHWARD

TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time			Car Capacity of Stairs based on 55 feet per car	SECOND CLASS											
				828	866	868	842	854	846	840	202	850	844		
				Piggy-back	Fast Freight	Fast Freight	Local Freight	Local Freight	Local Freight	Local Freight	Southern Freight	Local Freight	Local Freight		
				Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	
STATIONS			A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.			
A	CORBIN	0	Yard	10.00	9.30	5.30				11.00					
	13.50														
	WOFFORD		115												
	3.95														
	WILLIAMSBURG		13												
	1.53														
	SAVOY		88				5.00								
	7.32														
	SAXTON		104												
	2.79														
	LOT									10.05					
	4.64														
	HOLTON									9.50		2.55			
	1.20														
	MORLEY		Yard							8.50					
	3.52														
	CHASKA		83												
	8.89														
	KILSYTH		93												
	4.43														
	LAFOLLETTE		69				4.00						2.05		
	4.63														
	JACKSBORO		94												
	15.29														
	GRANITE		97												
	6.20														
	DOSSETT		21						8.30						
	2.89														
	KIRKSTALL		94												
	15.13														
	AMHERST		94												
	7.30														
	WEST KNOXVILLE		Yard						7.00			11.30			
	1.52														
	KNOXVILLE	0	Yard												
	6.65														
	SINGLETON		94												
	3.12														
	MENTOR														
	2.28														
	ARMONA		26												
	6.93														
	BINFIELD		94												
	6.02														
	JENA		60					11.20				10.00			
	11.20														
	FAGIN		94												
	14.30														
	ENGLEWOOD		94												
	6.96														
L	ETOWAH	0	Yard	4.30	1.15	10.15		6.45							
				A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.			
				Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday			
				828	866	868	842	854	846	840	202	850	844		

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

SOUTHWARD

ETOWAH AND JUNTA

NORTHWARD

THIRD CLASS		SECOND CLASS					Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time			Car Capacity of Stings based on 55 feet per car	SECOND CLASS				THIRD CLASS	
857	867	829	859	869	L	ETOWAH		O A	Yard	828		858	866	868	856		
Local Freight	Fast Freight	Piggy- back	Local Freight	Fast Freight						Piggy- back		Local Freight	Fast Freight	Fast Freight	Local Freight		
Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
A.M.	P.M.	P.M.	A.M.	A.M.					A.M.	A.M.	P.M.	P.M.	P.M.				
7.00	10.00	2.00	6.30	6.00	334.37				4.15	11.59	12.15	8.15	1.50				
7.30	10.15	2.15	6.46	6.15	344.67		10.3 PATTY	94	3.46	11.25	11.46	7.46	1.30				
	10.27	2.27	6.59	6.27	353.27		8.6 OCOEE	50	3.34	11.10	11.34	7.34					
	10.47	2.47	7.22	6.47	367.87		14.6 FAIRY	94	3.15	10.50	11.15	7.15					
	11.00	3.00	7.38	7.00	378.57		10.7 CHATSWORTH	56	3.01	10.35	11.01	7.01					
	11.13	3.13	7.52	7.13	388.37		9.8 CONISTON	91	2.47	10.20	10.47	6.47					
	11.33	3.33	8.16	7.33	402.77		14.4 FAIRMOUNT	55	2.26	9.57	10.26	6.26					
	11.44	3.44	8.26	7.44	410.27		7.5 RYDAL	90	2.16	9.46	10.16	6.16					
	11.49	3.49	8.32	7.49	414.07		3.8 WHITE	55	2.11	9.41	10.11	6.11					
	12.01	4.00	9.00	8.00	422.67	A	8.6 JUNTA	O L Yard	2.00	9.30	10.00	6.00					
A.M.	A.M.	P.M.	A.M.	A.M.					A.M.	A.M.	A.M.	P.M.	P.M.				
Daily	Daily	Daily	Daily ex. Sunday	Daily			45.5		Daily	Daily ex. Sunday	Daily	Daily	Daily				
857	867	829	859	869					828	858	866	868	856				
					468.17		ATLANTA										

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

CLEAR FORK BRANCH										OLD LINE									
SOUTHWARD					NORTHWARD					SOUTHWARD					NORTHWARD				
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time			Car Capacity of Sidings based on 55 feet per car	SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time			Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
845	201		STATIONS	202	844		STATIONS	852											
Local Freight	Southern Freight			Southern Freight	Local Freight			Local Freight											
Daily Ex. Sun.	Daily Ex. Sun.			Daily Ex. Sun.	Daily Ex. Sun.			Daily ex. Sunday											
P.M.	A.M.	A.M.	P.M.	A.M.															
2.55	6.30	205.96	L	HOLTON	A		9.45	5.05		286.68	MENTOR	A		11.30					
				0.27		25	9.42	5.00		288.88	2.20								
				TREVILION							LOUISVILLE								
				3.02							7.03								
3.13	6.44	209.25		ARCO			9.30	4.48		295.91	FRIENDSVILLE	16							
				1.41							8.54								
3.20	6.50	210.66		EAGAN			9.24	4.42		304.45	GREENBACK	11							
				2.1							1.10								
3.30	7.01	212.76	A	CLAIRFIELD	L	8	9.15	4.33		305.55	JENA	L	60	9.01					
P.M.	A.M.	No. 201 is superior to No. 202 No. 845 is superior to No. 844 No. 202 is superior to No. 845 No. 844 is superior to No. 201					A.M.	P.M.						A.M.					
Daily ex. Sunday	Daily ex. Sunday						Daily ex. Sunday	Daily ex. Sunday						Daily ex. Sunday					
845	201						202	844						852					

ETOWAH AND COPPERHILL
SOUTHWARD **NORTHWARD**

SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	Car Capacity of Stitches based on 55 feet per car	SECOND CLASS	
833	831				830	832
Local Freight	Local Freight				Local Freight	Local Freight
Daily ex. Saturday	Daily ex. Saturday				Daily ex. Saturday	Daily ex. Saturday
P.M.	A.M.		STATIONS		P.M.	A.M.
6.00	7.00	335.17	L ETOWAH O A	Yard	3.25	3.45
			4.2			
6.08	7.10	339.37	WETMORE	14	3.08	3.30
			6.0			
6.18	7.24	345.37	RELIANCE	5	2.45	3.15
			2.3			
6.24	7.30	347.67	HIWASSEE	43	2.35	3.05
			7.3			
6.42	7.49	354.97	McFARLAND	33	2.10	2.40
			5.1			
6.55	8.05	360.07	APPALACHIA	39	1.50	2.20
			6.0			
7.21	8.31	366.07	FARNER	14	1.06	1.52
			2.6			
7.28	8.38	368.67	TURTLETOWN	11	12.41	1.45
			3.6			
7.37	8.47	372.27	HARBUCK	12	12.25	1.30
			4.3			
7.48	9.00	376.57	DUCKTOWN	14	12.10	1.21
			5.5			
9.50	9.30	382.07	A COPPERHILL O L	Yard	11.50	1.01
P.M.	A.M.				A.M.	A.M.
Daily ex. Saturday	Daily ex. Saturday				Daily ex. Saturday	Daily ex. Saturday
833	831				830	832

Regular Northward trains are superior to regular Southward trains except: No. 831 is superior to No. 830; No. 833 is superior to No. 832.

SOUTHWARD

COPPERHILL AND ELIZABETH

NORTHWARD

SECOND CLASS				Distance from Louisville	TIME-TABLE No. 1 Takes effect Sunday, November 14, 1971 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sittings based on 55 feet per car	SECOND CLASS			
849	835	837	839				838	836	834	848
Local Freight	Local Freight	Local Freight	Local Freight				Local Freight	Local Freight	Local Freight	Local Freight
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sat-Sun	Daily ex. Sat-Sun				Daily ex. Sat-Sun	Daily ex. Sat-Sun	Daily ex. Sunday	Daily ex. Saturday
A.M.	A.M.	P.M.	P.M.	STATIONS	A.M.	A.M.	A.M.	A.M.		
1.30				382.07	L COPPERHILL O A	Yard			12.55	
1.50				389.97	7.9 CURTIS	14			12.30	
1.59				393.87	3.9 MURPHY JCT.	14			12.15	
2.15	5.30			395.47	1.6 BLUE RIDGE O	29		11.52	8.00	
	5.45			400.97	5.5 LUCIUS	14		11.30		
	6.15			410.77	9.8 ELLIJAY	22		11.07		
	9.20			420.87	10.1 WHITESTONE O	10		10.42		
	9.40	12.01		425.07	4.2 TALKING ROCK	26		10.50	10.20	
		12.15		429.17	4.1 WESTBROOK	9		10.15		
		12.25		430.87	1.7 RUDEN	22		10.05		
		12.30		431.47	0.6 JASPER	11		9.50		
		12.45		436.37	4.9 TATE O	21		9.35		
		1.15		439.17	2.8 NELSON	29		9.10		
		1.45	4.00	442.67	3.5 BALL GROUND O	15	5.30	8.50		
			4.12	445.37	2.7 GOBER	13	5.15			
			4.30	448.87	3.5 KEITHSBURG	15	5.00			
			5.00	454.27	5.4 CANTON O	15	4.38			
			5.20	459.87	5.6 HOLLY SPRINGS	15	4.21			
			5.30	461.97	2.1 TOONIGH	14	4.12			
			5.45	465.77	3.8 WOODSTOCK	22	4.04			
			6.02	474.17	8.4 WESTOAK	13	3.47			
			6.15	476.57	2.4 A ELIZABETH L	Yard	3.40			
A.M.	A.M.	P.M.	P.M.	Regular northward trains are superior to regular southward trains, except No. 835 is superior to No. 834.			A.M.	A.M.	A.M.	P.M.
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sat-Sun	Daily ex. Sat-Sun				Daily ex. Sat-Sun	Daily ex. Sunday	Daily ex. Saturday	
849	835	837	839				838	836	834	848

SPECIAL INSTRUCTIONS — Continued

EXCEPTION TO RULE 40(b).

A train finding a Conditional Stop track sign properly displayed when such train does not hold an effective Form W train order requiring train to stop at that location as prescribed by Rule 40(b) must immediately stop, and, after stopping, must make effort to contact either the train dispatcher or the Maintenance Foreman, or both, in an effort to determine whether there is or should be a Form W train order in effect. If unable to contact either the Maintenance Foreman or train dispatcher by radio, train may proceed at Restricted Speed to the first available telephone, where the engineer must advise the train dispatcher of the conditions and be governed by his instructions.

REGISTER STATIONS

Location	For	Register by Card Form 230
Corbin — Train Order Office	All trains	All trains except crews going on and off duty at Corbin Train Order Office
Horse Creek Junction	All trains	
Middlesboro	All trains	
Cumberland Gap	All trains	
Pennington	Pennington—Pocket Branch trains	
Norton — Yard Office	All trains	
Loyall	All trains	All trains except those which originate and terminate at Loyall
Cumberland	As instructed by Chief Dispatcher	
Popeville	Southward trains as instructed by Chief Dispatcher	
Trevilion	Clear Fork Branch trains	
Arco	All trains	
Etowah	All trains	
Patty	No. 857	
Junta	All trains	All trains
Blue Ridge	All trains	
Copperhill	All trains	
Ball Ground	All trains	
Elizabeth	All trains	

Conductors preparing Form 230 for northward trains at Junta will show all information except identity of train. Operator will add this information to register card, and register train in train register.

CLEARANCE OF TRAINS

Trains fulfilling schedules shown will proceed on schedules indicated without Clearance Form A.

Schedule Arriving	At Station	Proceed As
No. 31	Manchester	No. 30
No. 35	Glenbrook	No. 34
No. 37	Popeville	No. 36
No. 39	Evarts	No. 38
No. 47	Pocket	No. 46
No. 49	Hagans	No. 48
No. 55	Lynch	No. 56
No. 57	Lynch	No. 58
No. 845	Clairfield	No. 844
No. 201	Clairfield	No. 202
No. 835	Talking Rock	No. 834
No. 836	Talking Rock	No. 837

Except when Train Order Office is open, No. 47 may assume schedule and leave Pennington without Clearance Form A.

No. 845 may assume schedule and leave Trevilion without Clearance Form A.

No. 201 may assume schedule and leave Trevilion without Clearance Form A.

No. 852 may assume schedule and leave Jena without Clearance Form A.

No. 856 may assume schedule and leave Patty without Clearance Form A.

No. 848 may assume schedule and leave Blue Ridge without Clearance Form A.

Except when Train Order Office is open, No. 849 may assume schedule and leave Copperhill without Clearance Form A.

Except when Train Order Office is open, No. 835 may assume schedule and leave Blue Ridge without Clearance Form A.

Except when Train Order Office is open, No. 836 may assume schedule and leave Ball Ground without Clearance Form A.

Except when Train Order Office is open, No. 839 may assume schedule and leave Ball Ground without Clearance Form A.

No. 838 may assume schedule and leave Elizabeth without Clearance Form A.

Engine number need not be shown on Clearance Form A addressed to a regular train.

YARD LIMITS

Cumberland Valley Sub-division:

Corbin, except within CTC limits	Appalachia
Heidrick (C&M)	Dorchester Junction
Coaldale — Weber, Horse Creek Branch	Norton
Middlesboro, M.R.R.	Loyall — Baxter, except within CTC limits
Hagans — Smiley	Harlan
	Evarts — Bailey Creek Spur
	Benham — Lynch
	Stony Fork — Gravity Yard

Knoxville Sub-division:

Corbin, except within CTC limits
 Lot — Jellico
 Arco
 Holton — Trevilion
 Clairfield — Fonde
 Straight Creek
 Dossett — Marlow

Atlanta Sub-division:

Etowah — except within CTC limits
 Fairmount — Bolivar
 Junta

Copperhill Sub-division:

Etowah — except within CTC limits
 Blue Ridge — Murphy Junction
 Whitestone
 Tate
 Canton
 Elizabeth

RAILROAD CROSSINGS AT GRADE

Location	Name of Railroad	Protection
Willoughby, Mile C-274.25	Southern Railway	Automatic Interlocking
K & A Junction, Mile C-276.6 on passenger main between West Knoxville and Knoxville	Southern Railway	Interlocking
Englewood	L&N A&T Branch	Electric lock on deraill against A&T Branch

EXCEPTION TO RULE 99

Unless otherwise directed by train order, the following trains will not protect against following extra trains between points shown:

Trains	Between
Nos. 47 and 46	Pennington and Pocket
Nos. 35 and 34	Evarts and Glenbrook
Nos. 32 and 33	Harbell and Middlesboro Yard
Nos. 48 and 49	Hagans and Middlesboro Yard
Nos. 201 and 202	Trevilion and Clairfield
Nos. 845 and 844	Trevilion and Clairfield
No. 852	Jena and Mentor
Nos. 831 and 830	Etowah and Copperhill
Nos. 833 and 832	Etowah and Copperhill
Nos. 848 and 849	Blue Ridge and Copperhill
Nos. 835 and 834	Blue Ridge and Whitestone
Nos. 837 and 836	Ruden and Ball Ground
Nos. 839 and 838	Ball Ground and Elizabeth

Under these instructions, extra trains must not follow regular trains 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.

RULE 104(b) IS CHANGED TO READ AS FOLLOWS:

A train must not foul a main track until switches connected with the movement are properly set, or in the case of Spring or Automatic Switches, the normal route is seen to be clear.

A train must not foul other tracks until the normal route is seen to be clear.

Switches used must not be restored to normal position until movement is completed or clear of the main track involved.

When waiting to cross from one track to another and during the approach and passage of a train on the track or tracks involved, all switches connected with the movement must be in normal position.

EXCEPTION TO RULE 104(d). DERAILS ON INDUSTRIAL SPURS AND BRANCHES

For train movement purposes only, the following branches are designated as industrial spurs on which trains may operate without train orders.

A derail has been installed at the entrance to each of these industrial spurs. Derail will be kept set in the normal position at all times except when the spur is occupied by a train. When the derail is set in the normal position (set to derail), it will indicate that no train or engine is operating on the spur and movement on spur may be made.

When the derail is set and locked off the rail, it will indicate the spur is occupied by a train and no other movement may be made unless protected in accordance with Rule 99.

Location	Name of Branch	Location	Name of Branch
Elys	Elys — Jellico Branch	Glidden	Merna Branch
Yingling	Pine Mt. Branch	Popeville	Crummies Creek Branch
Paulsen	Chenoa Branch	Savoy	Pine Mt. Branch
Ponza	Yellow Creek Branch	Arco	Arco to Consolidated Coal Co. minés
Crosby	Tom Creek Branch	Ilford	Hog Camp Branch
Blackmont	Puckett Creek Branch	Kilsyth	Crooked Fork Branch
Kerr	Banner Fork Branch	Armona	Maryville Branch
Parkdale	Yocum Creek Branch	Englewood	A&T Branch, Englewood to Athens
Evarts	Bailey Creek Branch	Englewood	A&T Branch, Englewood to Tellico Plains
Highsplint	Seagraves Creek Branch	Patty	Calhoun Branch
Dressen	Catron Creek Branch	Murphy Junction	Murphy Branch

In addition to derails listed at main track junctions for operation on industrial spurs and branches as outlined above, derails are also located in main tracks as described next page. These derails are to be set and locked for main track movements unless cars are standing on main track above them, in which case they will be set and locked in normal position.

Location	Name of Branch
Pioneer..... 425 ft. south of load track switch	Stony Fork Branch
Manchester..... 375 ft. from end of main track	C&M Branch
Blanche..... 125 ft. south of south switch of run-around track.....	Fox Ridge Branch
Three Point..... 50 ft. below tipple	Lick Branch Spur
Cairnes..... 315 ft. below tipple, 150 ft. north of load track switch	Major Branch

Derails on sidings at Flagler, Dione and Rhea will be left locked off track, unless cars are stored or left on these sidings. Crews storing cars on these sidings will leave derail in proper position.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Loyall (South lead track)	South	For lead track
Baxter (Junction of Poorfork Branch)	Junction Switch	For Poorfork Branch main
Hagans — Smiley (bottom of switchback track on Martin's Fork Branch).....	North	For movements to or from Hagans
Cumberland (Junction of Scotia Spur)		For main track
Arco	Junction	For Arco Branch
Patty	Both	For main track
Ocoee	Both	For main track
Fairy	Both	For main track
Chatsworth	Both	For main track
Coniston	Both	For main track
Fairmount	Both	For main track
Rydal	Both	For main track
White	Both	For main track
Junta	North	For main track

HOT BOX DETECTOR SYSTEM

Cumberland Valley Sub-division

Hot Box Indicator:	Approach Indicator:	Direction:
North switch Varilla	South switch Varilla	Northward

Knoxville and Atlanta Sub-divisions

Hot Box Indicator:	Approach Indicator:	Direction:
Mile C-194.3	None	Bi-directional
Mile C-217.3	None	Bi-directional
Mile C-246.4	None	Bi-directional
Mile C-309.9	None	Bi-directional
Mile C-357.4	None	Bi-directional
Mile C-393.8	None	Bi-directional

When train is stopped because of Hot Box Indicator, if hot journal is not found on car registered by detector, crew member must inspect the two cars immediately ahead and immediately behind for hot journal, recording initials and numbers of such cars inspected on the printed form. Crew member must also report to the train dispatcher initial and number of the car registered by detector on which no hot journal is detected, and initials and numbers of the two cars immediately ahead and immediately behind which were inspected. Train dispatcher must record this information on train sheet. Both the conductor and engineer are responsible to know the foregoing instructions are met under conditions described. When crew member reports to train dispatcher that no hot journal detected after inspection, train dispatcher must know provisions of these instructions have been complied with before permitting train to proceed.

SPEED RESTRICTIONS**Normal Speed of Trains in MPH-Cumberland Valley Sub-division**

Between	Freight	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars
Corbin and Norton (via Middlesboro)	35	25
Heidrick and Manchester	25	20
Horse Creek Jct. and Herron	20	15
Pine Mt. R. R.—East	15	10
Pineville and Harber; Heyburn and Blanche; Straight Creek and Kettle Island	25	20
Harbell and Loyall and Lynch	30	25
Cumberland and Scotia	25	15
Harlan Junction and Cloplint	25	25
Cloplint and Glenbrook	20	
Yellow Creek Branch	25	25
Tom's Creek Branch	15	10
Puckett's Creek Branch	25	15
Banner Fork Branch	15	10
Loyall and Hagans	30	20
Dressen and Liggett	25	10
Gulston and Yancey	15	10
Glidden and Merna	20	15
Popeville and Three Point	25	20
Cato and Crummies	15	10
Yocum Creek Branch	15	10
Paulsen and Olcott	15	15
Olcott and Cairnes	15	10
Middlesboro R.R.	25	20
Fork Ridge Branch	15	15
Pennington and Pocket	20	15
All industrial tracks, and on all industrial spurs or branches, unless otherwise specified above.	10	10

Normal Speed of Trains in MPH-Knoxville, Atlanta and Copperhill Sub-divisions

Between	Freight	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars
Corbin and Highcliff	50	30
Highcliff and LaFollette	25	20
LaFollette and Willoughby	50	30
Willoughby and Tenn. River Br.	20	20
Tenn. River Br. and M.P. C-334.....	50	30
M.P. C-334 and M.P. C-335	30	30
M.P. C-335 and Junta	50	30
Etowah and Reliance	40	30
Reliance and Marietta	30	25
Murphy Branch	25	15
Morley Mines	10	10
Mentor and Jena (O. L.)	20	20
All other branches	15	15

EXCEPTIONS TO NORMAL SPEED

Trains must not exceed fifteen (15) miles per hour on sidings and side tracks, and, except as otherwise provided, must not exceed fifteen (15) miles per hour through turnouts and crossovers, except movements through turnouts Pineville siding must not exceed twenty-five (25) miles per hour, over north wye switch between West Knoxville and Knoxville ten (10) miles per hour, over south switch of inbound at Junta twenty (20) miles per hour, and over Atlanta Division main track switch at Junta thirty-five (35) miles per hour.

Scale test cars L&N 41498 through 41502 are restricted to a maximum speed of twenty-five (25) miles per hour.

Trains handling units of welded rail must not exceed forty (40) miles per hour and must not be handled more than ten cars from the engine.

Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than forty (40) miles per hour, the lower speed must be observed. These instructions do not apply to loaded woodchip cars in Series 31000 to 32054. It will be the responsibility of the conductor to notify the engineer when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

Trains must approach public road crossing just south of Train Order Office at Pennington and public road crossing north of double cut north of Appalachia at Restricted Speed.

Normal Speed for piggyback trains operating between Cincinnati and Atlanta, commonly referred to as Nos. 828 and 829, or additional sections of such trains being run especially for handling piggyback shipments is sixty (60) miles per hour. Where speed of trains is restricted by Speed Limit signs, as prescribed by Rule 43, the speed for freight trains must not be exceeded by piggyback trains. Neither tank cars nor open top cars, loaded or empty, may be handled, except by special permission. When such cars are handled, freight train speed will apply.

Trains must not exceed ten (10) miles per hour over Dixie Highway crossing at Jellico.

Trains must not exceed Restricted Speed between main track, West Knoxville, and K&A Interlocking, and must not exceed six (6) miles per hour over K&A Interlocking and to Knoxville passenger station.

Trains must not exceed five (5) miles per hour over Athens Highway, Athens Branch, Mile KW329.

Trains on Calhoun Branch will not exceed Yard Speed between the first underpass north of Calhoun and end of Calhoun Branch.

SPEED RESTRICTIONS AND CAR LIMITS ON DESCENDING GRADES

Freight trains descending following grades will not exceed speeds indicated, and will be governed by car limits shown:

Location of Grade	Miles Per Hour	Car Limit
Lynch to Cumberland	15	
Cairnes to Olcott	10	20
Fork Ridge to Gravity Yard	15	35

USE OF AIR BRAKES AT LYNCH

Air brakes will be tested immediately before departure of all freight trains from Lynch, and if from any cause a train is delayed at Lynch after air brakes are tested, a second test will be made.

Trains will be started from Lynch only on proceed signal from conductor (after it is known by him, provided caboos are on train and air brakes are coupled up through to and including the caboos, that brake pipe pressure gauge in caboos shows required pressure), to be relayed to the engineer through the flagman and brakeman. Flagman and brakeman will locate themselves on or alongside train so as to be in position to pass signals.

After starting train out of load track engineer will make a service brake pipe reduction of not less than five pounds and not to exceed eight pounds, this application to be made before train attains a speed of ten (10) miles per hour. While reduction is being made and after brake valve is placed in lap position, the engineer will listen closely to the length of the brake pipe exhaust, and if it indicates any obstruction in the brake pipe he will immediately place brake valve in emergency position and sound one short blast of the whistle, which will be a signal for conductor's valve in caboos to be opened and for hand brakes to be applied by trainmen.

After application of brakes has been made under the foregoing conditions, and in the opinion of the engineer there is no obstruction in brake pipe, brakes may be released after slack in train has been adjusted and before bringing train to a stop. Should the engineer signal for hand brakes to be applied, the conductor, after train has been brought to a stop will confer with engineer to ascertain the conditions that made application of hand brakes necessary, so that all conditions may be made safe before proceeding.

USE OF RETAINERS AND AIR BRAKES ON HEAVY GRADES

Retainers will be used on certain grades as may be requested by engineer.

In testing air brakes before starting trains on any descending grades where retainers are used, retainers must be turned up before air brakes are applied, or while applied, and hand brakes must not be released until air brake equipment has been fully charged and air brakes applied.

Hand brakes will not be used to control or to assist in controlling trains, or cuts of cars, on any such grades, except in switching movements.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Hagans Tunnel
Cumberland Gap Tunnel
Between Etowah and Junta

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Between Corbin and Loyall
Between Corbin and Etowah

Where Normal Speed is more than twenty (20) miles per hour, trains must not clear main track at hand operated switches to meet or be passed by another train, except where such hand operated switch is equipped with electric lock. Trains using hand operated switch not equipped with electric lock must leave main track occupied by engine or cars, or main track switch open.

INTERLOCKING

Corbin: At junction of main track and yard lead at north end Corbin yard.

Baxter — Loyall

Willoughby: Mile C-274.25

K&A Jet.: Between West Knoxville and Knoxville, Mile C-276.6.

MAXIMUM ALLOWABLE GROSS WEIGHT

Cars with maximum gross weight of 263,000 lbs. may be operated on all main lines and branches except those listed below with their allowable weights:

Crummies Creek Branch, Cato to Kenvir No. 5.....	251,000
Pine Mountain R.R. East, Yingling to Dade.....	220,000
Bell — Jellico Branch, Surran to Ruby	220,000
Chenoa Branch, Paulsen to Olcott.....	220,000
Major Branch, Olcott to Cairnes	220,000
C. V. Sub-division main track, Cumberland Gap to Hagans	220,000
Black Mountain R.R., Pennington to Kemmerer Gem No. 2	210,000
Bailey's Trace Branch, St. Charles to Bonny Blue.....	210,000
Fawn's Branch, Paskert to Valee	210,000
Monarch Branch, Turners Station to Imperial	210,000
Pine Mountain Branch	251,000
Second Street Spur, Knoxville	251,000
Mentor to Jena via Greenback	251,000
Athen & Tellico Branch	251,000
Etowah and Whitestone	251,000
Murphy Branch	251,000
Clear Fork Branch	220,000
Hog Camp Branch	220,000
Harriman Branch, Oliver Springs to Harriman.....	220,000
Third Creek Spur, Knoxville	220,000
Dale Avenue Spur, Knoxville	220,000

Loads exceeding maximum weight at any point must not be handled without specific authority of the Chief Dispatcher's Office, except that cars with gross weights between 251,000 lbs. and 263,000 lbs. may be handled between Copperhill and Etowah when preceded by one car and followed by one car with a gross weight not exceeding 170,000 lbs.

Four axle diesel road locomotives maximum gross weight on rails of 274,500 lbs. may be handled on all main and branch lines of the Knoxville Division except as follows herein:

Cumberland Gap and Hagans	Note B
Gregory Branch	Note A
Pine Mountain Railroad East (C.V. Sub. Divn.).....	Note A
Bell — Jellico Branch	Note A
Chenoa Branch	Note C
Major Branch	Note C
Black Mountain Railroad (SRS)	Note A
Bailey's Trace Branch (SRS)	Note A
Fawn's Branch (SRS)	Note A
Monarch Branch (SRS)	Note A
Mentor to Jena via Greenback	Note A
Pine Mountain Railroad West (Knoxville Sub. Divn.)	Note D
Patterson Creek Spur	Note D
Hog Camp Branch	Note A

Above applies to single units or two to five units coupled together except as prohibited in the notes.

Explanation of notes:

Note A — Maximum weight per locomotive permitted is 258,000 lbs.

Note B — Single unit only permitted with maximum gross weight 258,500 lbs. Locomotive to be followed by 4 axle car not exceeding 210,000 lbs. gross weight.

Note C — Maximum gross weight permitted is 236,300 lbs.

Note D — Maximum gross weight permitted is 264,500 lbs.

General Notes: Following units acquired from Monon cannot be handled on the above lines:

Nos. 1318 through 1335 Alco C-420 @ 272,000 lbs.

Nos. 2700 through 2707 GE U-23-B @ 268,000 lbs.

CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAINS

The engine whistle will not be sounded in the town limits at Appalachia, except when actual danger to life or property is to be looked for from failure to sound the whistle, and except that northward trains will sound the standard road crossing whistle signal approaching the grade crossing just north of Double Cut. The town limits extend from about middle of Double Cut (at the north) to a point approximately one hundred (100) feet south of the most southernly section house (at the south).

The following ordinance is effective within the limits of the Town of Norton:

"Section 91. Be it ordained by the Town Council of the Town of Norton that any employe of the Norfolk and Western R'y Co., or the Louisville and Nashville R.R. Co., or any other person who shall cause a locomotive whistle to be blown within the corporation unnecessarily shall be fined not less than two and one half dollars nor more than five dollars for each offense."

The following ordinance is effective within the limits of the Town of Big Stone Gap, Virginia.

"Section 1. It shall be unlawful for any Railroad Company or any receiver or trustee operating a railroad, to obstruct for a longer period than five minutes the free passage on any highway, street or public way by standing cars or trains across the same.

Section 2. That should a train be required to stand for a period of more than five (5) minutes, a passway shall be kept open to allow a normal flow of traffic.

Section 3. That the time required to pump up air, not to exceed three (3) minutes, after recoupling shall be included in considering the time such train was standing across the highway, street or public way.

Section 4. Any such railroad company, receiver, trustee, engineer or driver violating the provisions of this Ordinance shall be fined not less than five (\$5.00) nor more than twenty (\$20.00) dollars.

Section 5. WHEREFORE, This Ordinance shall take effect and be in force from and after the earliest period allowed by law."

Etowah, Tennessee Municipal Code Sec. 12-211 reads as follows:

"12-211. Operation of trains at crossings regulated. No person shall operate any railroad train across any street or

alley without giving a warning of its approach as required by state law; nor shall he make such crossing at a speed in excess of twenty-five (25) miles per hour. It shall also be unlawful to stop a railroad train so as to block or obstruct any street or alley for a period of more than five (5) consecutive minutes."

CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

Williamsburg	25 MPH
Knoxville	30 MPH
Vonore	25 MPH
Ranger	25 MPH

MISCELLANEOUS SPECIAL INSTRUCTIONS

Converted M-1 Steam Engine Tenders (Diesel Fuel Tanks) in Series 40917-40912 must be handled in local freight service, not more than four (4) cars ahead of caboose. Where two (2) such cars are handled in the same train, they must not be coupled to each other.

Such cars in Series 40966-40987 equipped with six (6) 100-ton capacity axles, when loaded, have a gross weight of approximately 350,000 lbs. Because of their heavy weight, these cars must be handled near the head end of train.

The movement and handling of these cars coupled together is not only prohibited in line of road service, but also prohibited in switching movements.

Work trains, local freight trains and slow freight trains must let fast freight trains pass without delay.

Trains authorized, by signal indication or train dispatcher, to proceed to Straight Creek Branch, C.V. Sub-division will have exclusive authority to that branch unless otherwise notified by train order.

Northward trains arriving at northward leaving signals located end of double track north end of Loyall Yard will assume the same schedule if any and extra trains will continue as extras to Corbin, Ky.

Yard lead switch south end Loyall Yard will normally be set for northward movement from southward main track to drill track and the target will indicate green for northward movement. Southward trains setting off cars or engines, using spring switch south end drill track Loyall, must hand-operate this switch, or must know that route is lined properly before making reverse movement.

Trains must approach Harlan Junction at Restricted Speed expecting to find switches lined against their movement. Switches at Harlan Junction may be locked and left as last used.

Trains moving from Catron's Creek Branch enroute Loyall will communicate with the train dispatcher from Dressen and secure authority to leave Dressen.

The wye switch at Cumberland, leading to Scotia Spur, will be left lined for north leg of wye.

Trains departing from Smiley via Martin's Fork Branch or via Switchback will leave junction switch lined and locked as last used.

Trains must approach Queensbury Junction and Stony Fork Junction on Middlesboro Railroad at Restricted Speed, expecting to find switches lined against their movement. Switches at Queensbury Junction and Stony Fork Junction will be lined and locked as last used.

Movements on tracks crossing streets or highways or on tracks located in or paralleling streets or drive-ways, will be flagged as indicated below:

Middlesboro, Ashbury Avenue.

Appalachia, Kilbourne Avenue and Pine Street.

Harlan: Mountain View Street (crosses track at south end of depot), switching movements on all tracks.

All crossings over industrial track serving the Harlan Ice Company.

Kentucky Mine Supply Company track, South House track and Pope — Cawood track, all movements for entire length of track.

Brookside, crossing over empty storage track.

Cumberland, Highway No. 119 crossing at intersection of north and south legs of wye.

Crossing over Chenoa Branch just south of Paulsen, Highway 25 E.

Northward trains will stop at Stop board just south of highway crossing on Mile 210, Horse Creek Branch, C.&M. R. R.

All movements at Highsplint leading to Hilo Mine will either come to a stop or be flagged over grade crossing.

DANGER CLOSE CLEARANCE. Tipple and other structures at various mines and other industries will not clear a man on top or on side of a car or engine moving on track alongside or under same. Train and engine service employes are warned to take all necessary precautions while working coal mine tracks, or other industrial tracks, to avoid injuries to themselves or others on account of conditions referred to.

Six-axle diesel units may be operated on portions of Division as follows:

Corbin to Etowah — All tracks adjacent to main track, Savoy Yard, Morley Yard, West Knoxville Yard, Cow Creek Branch (includes side tracks at Batley and Scandlyn Lumber Yard), and between Jellico and Arco.

Such units must not be operated on the Hill track at Williamsburg.

Etowah to Junta — All tracks adjacent to main track and Etowah Yard.

When moving dead units in trains, they must be handled next to the engine as long as total unit consist does not exceed weight limitations on track structure and bridges.

Mixing dead units with cars back in train must be avoided.

In no event will more than eight units be handled on any one train.

250-ton wrecking cranes L&N 40015 through 40016, and 200-ton wrecking crane L&N 40025, when preceded and followed by car 40 feet long and weighing less than 85,000 pounds, may be operated:

Main Track — Corbin to Knoxville Passenger Station to Junta.

Pine Mountain Branch — Savoy to Gatliff.

Jellico Branch — Lot to Jellico.

Cow Creek Branch — Dossett to Oliver Springs.

Maryville Branch — Armona to Maryville.

Bowater Spur — Patty to Calhoun.

When loaded woodchip shipments are being hauled in open top cars in trains with coal or other contaminating products, the woodchips must be handled ahead of the coal or contaminating products.

M. of W. camp cars and like equipment must be handled over Knoxville Division in local train service insofar as practicable.

When necessary to handle M. of W. cars in tonnage trains, they must be placed next ahead of caboose on the rear.

100-ton capacity cars, loaded or empty, must not be handled on the Pine Mountain Branch, Knoxville Sub-division.

Crews on all southward trains handling between 80 and 100 percent of full tonnage, Chaska to Duff, upon breaking in two or stalling on this grade, will either double the hill or back their train north of north switch at Chaska before resuming southward movement.

Crews on trains under such circumstances must communicate with dispatcher, giving location of train on hill and trouble being experienced. Be governed by instructions of dispatcher as to whether doubling movement should be made or train backed north of north switch at Chaska.

Southward trains above described, when stopped between switches at Chaska must back entire train north of north switch Chaska before resuming southward movement.

Northward trains moving from main track to the Cow Creek Branch, in addition to securing authority from the train dispatcher to use the electrically locked switch, must also receive authority to occupy the Cow Creek Branch.

Southward trains moving from the main track to the Cow Creek Branch must receive signal indication or verbal authority to occupy the Cow Creek Branch.

Authority obtained from the train dispatcher by signal indication or verbally to occupy the Cow Creek Branch gives the train receiving such permission full authority on the Cow Creek Branch between Marlow and Oliver Springs, unless otherwise instructed by train order.

Between Marlow and switches to the wye tracks at Dossett, movements must be made in accordance with Rule 93.

After authorizing a train to occupy the Cow Creek Branch between Marlow and Oliver Springs as provided above, the train dispatcher then may by verbal authority only authorize a second move within Yard Limits between Dossett and Marlow.

Conductors of trains originating at West Knoxville will contact the dispatcher when coming on duty to determine if they are to pick up orders from "KD" office concerning their train.

If there are train orders on hand for such trains, conductor will be transported by company vehicle to pick up and return, promptly.

Covered hoppers (95-100 ton capacity), loaded or empty, must not be handled on the Old Line between Jena and Mentor.

At South Athens, trains may leave the wye switches lined as last used.

Any type cars exceeding fifty (50) feet in length (except tote cars capable of carrying two trailers) must be handled as close to the engine as possible on Old Line between Etowah and Elizabeth, including Murphy Branch.

L&N "Big Blue" covered hoppers in 200,000 series are restricted from moving over the Old Line between Etowah and Copperhill.

Tote cars capable of carrying two trailers must be handled as rear car of first double when having doubling tonnage, and on rear of train when having single tonnage, in trains operating between Tate and Elizabeth.

At Tate, the normal position for the main track switches will be for the siding. The main track, from the clearance point at the south end through the south wye switch to the end of the tail track, will be used for yard purposes and switches will be lined accordingly. The crossover between the siding and the main track will not be blocked by cars.

At Nelson, all trains will stop and flag past the overhead crane just north of the depot.

SPECIAL INSTRUCTIONS — CORBIN TERMINAL

Switchtenders are located at north end of East Yard.

Switchtenders will use yellow flags by day and yellow lights by night for signaling inbound movements north end of East Yard and green flags and lights for signaling to trains leaving that end of East Yard.

There will be no switchtender on duty at north end of East Yard from 11:00 p.m. Saturday to 11:00 p.m. Monday.

The switches at Center Street will be lined for inbound freight movements and the switches at north end of High Line will be lined for outbound freight movements. When these switches are used by yard crews or others, they must be restored to the above positions after movement has been completed.

An information signal located approximately 1500 feet south of signal No. 1722 on High Line will display a white or red indication. The white indication will be displayed only when signal No. 1722 is displaying approach or proceed indication for northward movements.

Southward Knoxville Sub-division trains will use the extreme east track from the East Yard to the siding at Woodbine, unless otherwise instructed by yardmaster.

Northward Knoxville Sub-division trains will use the main track from the south switch of Woodbine siding to crossover at Bacon Creek and enter the East Yard through the Bacon Creek crossover and switching drill (which is the west drill track), unless otherwise instructed by yardmaster.

Northward trains enroute Cincinnati Division must secure Clearance Form A from the high speed train order delivery stand across from Chief Dispatcher's Office, or directly from operator in Chief Dispatcher's Office, before entering Cincinnati Division main track, except that a train receiving a "Proceed" indication in train order signal near the high speed train order delivery stand may leave without Clearance Form A.

OTHER TRACKS — Cumberland Valley Sub-division

Station	Mile	Capacity 44 ft. Cars	Switch Leads
Grays, Ky.	CV 177.3	17	Both ends
Artemus, Ky.	CV 191.6	13	Both ends
Four Mile, Ky.	CV 199.2	11	North end
Wallsend, Ky.	CV 201.3	Yard	Both ends
Page, Ky.	WB 208.3	Yard	Both ends
Miracle, Ky.	WB 215.5	14	South end
Crosby, Ky.	WB 218.7	57	Both ends
Molus, Ky.	WB 266.5	9	North end
Cochran, Va.	CV 243.6	42	Both ends
Dryden, Va.	CV 264.9	26	Both ends

OTHER TRACKS—Knoxville Sub-division

Station	Mile	Capacity 55 ft. Cars	Switch Leads
Woodbine, Ky.	C 175.2	23	Both ends
Faber, Ky.	C 179.0	56	Both ends
Rockhold, Ky.	C 182.3	20	Both ends
Wofford, Ky.	C 185.7	6	Both ends
Savoy, Ky.	C 191.2	Yard	
Jones, Ky.	C 195.6	5	Both ends
Saxton, Ky.	C 198.5	12	South
Jellico, Tenn.	KN 204a	Yard	
Highcliff, Ky.	C 203.0	33	Both ends
Chaska, Tenn.	C 210.7	7	Both ends
Habersham, Tenn.	C 213.1	46	Both ends
Duff, Tenn.	C 218.0	56	Both ends
Jacksboro, Tenn.	C 228.7	7	Both ends
Vasper, Tenn.	C 232.9	29	Both ends
Lake City, Tenn.	C 237.6	13	Both ends
Granite, Tenn.	C 243.9	5	Both ends
Edgemoor, Tenn.	C 255.0	Lead	Both ends
Byington, Tenn.	C 263.0	61	Both ends
Meadowbrook, Tenn.	C 265.2	14	Both ends
Middlebrook Indust. Park..	C 269.8	Lead	North
Warcer, Tenn.	C 271.0	Lead	Both ends
Croydon, Tenn.	C 272.2	43	Both ends
Kingsley, Tenn.	C 277.5	37	Both ends
Alcoa, Tenn.	KL 291.4	6	Both ends
Maryville, Tenn.	KL 292.7	Yard	
Binfield, Tenn.	C 295.9	6	Both ends
McGhee, Tenn.	C 306.1	18	Both ends
Vonore, Tenn.	C 308.2	8	South
Madisonville, Tenn.	C 316.9	68	Both ends
Gudger, Tenn.	C 321.6	8	North
Englewood, Tenn.	C 327.4	37	Both ends
Beaunit, Tenn.	C 331.1	15	Both ends
Athens, Tenn.	KW 334.2	Yard	
Nonaburg, Tenn.	KB 328.6	5	South
Mt. Vernon, Tenn.	KB 335.2	7	South
Tellico Plains, Tenn.	KB 341.4	Yard	
Yaden, Ky.	CO 200.0	28	Both ends
Gatliff, Ky.	CZ 208.7	4	Both ends
Westbourne, Tenn.	KF 216.0	Lead	South
Batley, Tenn.	KD 255.0	13	North
Oliver Springs, Tenn.	KD 259.0	10	Both ends
Harriman, Tenn.	KE 274.0	Yard	South
Marmor, Tenn.	KT 293.8	Lead	South

OTHER TRACKS—Atlanta Sub-division

Station	Mile	Capacity 55 ft. Cars	Switch Leads
Calhoun, Tenn.....	KA 354	Yard	Both ends
Benton, Tenn.....	C 348.2	12	Both ends
Conasauga, Tenn.....	C 362.0	8	North
Tenna, Tenn.....	C 362.9	6	Both ends
Crandall, Ga.....	C 371.3	24	South
Eton, Ga.....	C 374.5	11	Both ends
Coniston, Ga.....	C 388.4	13	South
Oakman, Ga.....	C 393.9	10	North
Ranger, Ga.....	C 398.1	17	Both ends
Fairmount, Ga.....	C 402.8	10	Both ends
Boliver, Ga.....	C 406.8	56	Both ends
Rydal, Ga.....	C 410.1	14	Both ends
White, Ga.....	C 414.0	6	Both ends

OTHER TRACKS—Copperhill Sub-division

Station	Mile	Capacity 55 ft. Cars	Switch Leads
Mineral Bluff, Ga.....	KG 396.2	7	Both ends
Culberson, N.C.....	KG 405.6	19	Both ends
Ranger, N.C.....	KG 409.2	6	Both ends
Murphy, N. C.....	KG 416.8	Yard	Wye
Stansbury, Tenn.....	KX 373.2	23	South
Gennett, Ga.....	KX 407.7	13	Both ends
Kiker, Ga.....	KX 412.8	15	Both ends
Carns Mill, Ga.....	KX 423.2	8	Both ends

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or instructions governing speed of trains.

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Secs.		Mins.	Secs.
5	12	00	43	1	23
10	6	00	44	1	21
15	4	00	45	1	20
20	3	00	46	1	18
25	2	24	47	1	16
30	2	00	48	1	15
31	1	56	49	1	13
32	1	52	50	1	12
33	1	49	51	1	10
34	1	45	52	1	09
35	1	42	53	1	07
36	1	40	54	1	06
37	1	37	55	1	05
38	1	34	56	1	04
39	1	33	57	1	03
40	1	30	58	1	02
41	1	27	59	1	01
42	1	25	60	1	00

DIVISION OFFICERS

J. H. GREEN

Terminal Trainmaster,
Corbin, Ky.

J. WILLIAMS

Trainmaster,
Loyall, Ky.

O. V. HART

Traveling Engineer—
Ass't Trainmaster,
Corbin, Ky.

J. B. WILLIAMS

Trainmaster,
Knoxville, Tenn.

J. L. TOWNSEND

Asst. Trainmaster,
Knoxville, Tenn.

W. A. HORN, JR.

Chief Dispatcher,
Cumberland Valley
Sub-division,
Corbin, Ky.

O. R. BRAGG

Trainmaster,
Etowah, Tenn.

M. E. ELLIOTT

Traveling Engineer—
Ass't Trainmaster,
Etowah, Tenn.

J. B. JONES

Chief Dispatcher,
Knoxville, Atlanta and Copperhill
Sub-divisions,
Knoxville, Tenn.

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. C. B. StacyPineville, Ky.
Dr. T. Edward AcuffKnoxville, Tenn.
Dr. Keith P. Smith, AssistantCorbin, Ky.

LOCAL SURGEONS

Dr. B. H. WellsCorbin, Ky.
Dr. W. H. JonesGrays, Ky.
Dr. Buell B. MillsPineville, Ky.
Dr. Adam StacyPineville, Ky.
Dr. R. R. EvansArjay, Ky.
Dr. J. D. FoleyLoyall, Ky.
Dr. Philip J. BegleyHarlan, Ky.
Dr. Smith HowardHarlan, Ky.
Dr. Merideth J. EvansMiddlesboro, Ky.
Dr. S. H. FlowersMiddlesboro, Ky.
Dr. G. B. SetzlerPennington, Va.
Dr. T. S. ElyJonesville, Va.
Dr. Frank E. HandyAppalachia, Va.
Dr. Joseph T. PhillipsNorton, Va.
Dr. L. X. BrownWilliamsburg, Ky.
Dr. M. L. DavisLaFollette, Tenn.
Dr. L. A. KillefferHarriman, Tenn.

Dr. James C. ProseKnoxville, Tenn.
Dr. Victor H. Klein, Jr.Knoxville, Tenn.
Dr. Dewey W. PetersKnoxville, Tenn.
Dr. J. S. TiptonFriendsville, Tenn.
Dr. J. Frank ManningMaryville, Tenn.
Dr. Troy BagwellVonore, Tenn.
Dr. R. C. KimbroughMadisonville, Tenn.
Dr. R. W. TrotterAthens, Tenn.
Dr. W. A. RogersTellico, Tenn.
Dr. Louis J. OrdonezEtowah, Tenn.
Dr. T. W. WilliamsEtowah, Tenn.
Dr. B. W. WhitfieldMurphy, N.C.
Dr. W. C. Zachary, Jr.Copperhill, Tenn.
Dr. Grady CokerCanton, Georgia
Dr. B. H. SteeleFairmount, Ga.
Dr. Wm. B. Dilliard, Jr.Cartersville, Ga.
Dr. Chas. T. HendersonMarietta, Ga.

OCULISTS

Dr. Wm. M. ButtermoreCorbin, Ky.
Dr. C. H. HendersonNorton, Va.
Dr. O. E. BallouKnoxville, Tenn.
Dr. J. Ralph HamiltonKnoxville, Tenn.

TONNAGE RATINGS OF LOCOMOTIVES

Column 1. RS3, GP7, GP9, GP18, C418, F7, F7B, F9A, F9B — Nos. 100-259, 388-488, 501-544, 900-904, 910-914, 800-863, 702-722, 550-558, 575-578.

Column 2. GP30, GP35, GP40, U25B, U28B, U30B, C420 — Nos. 1000-1060, 1100-1128, 3000-3029, 1600-1626, 2500-2504, 2505-2509, 1300-1317

Column 3. SD35, SDP35, SD40, C628, C630, U25C, U28C, U30C — Nos. 1200-1221, 1700-1703, 1225-1258, 1400-1414, 1425-1432, 1500-1525, 1527-1533, 1534-1582

SOUTHWARD	Col. 1	Col. 2	Col. 3
Corbin-Cumberland.....	3000	3200	4350
Loyall-Smiley.....	3000	3200	4350
Smiley-Norton.....	1325	1500	2000
Harbell-Hagans.....	1775	1975	Restricted
Corbin-Chaska.....	2500	2750	3750
Chaska-Duff.....	1475	1630	2225
Duff-West Knoxville.....	2500	2750	3750
West Knoxville-Junta.....	2750	3025	4150
Junta-Atlanta.....	1850	2200	2775
Etowah-Appalachia.....	2300	2530	Restricted
Appalachia-Farner.....	1075	1265	Restricted
Farner-Blue Ridge.....	1500	1650	Restricted
Blue Ridge-Talking Rock.....	1100	1210	Restricted
Talking Rock-Westbrook.....	1000	1100	Restricted
Westbrook-Elizabeth.....	1100	1210	Restricted
Murphy Branch.....	1000	1100	Restricted
NORTHWARD			
Norton-Smiley.....	1325	1500	2000
Hagans-Loyall.....	3535	3735	4350
Cumberland-Baileys.....	4500	4700	6300
Baileys-Arkle.....	2700	3050	4350
Arkle-Corbin.....	4500	4700	6300
Hagans-Harbell.....	1775	1975	Restricted
Atlanta-Junta.....	1850	2200	2775
Junta-West Knoxville.....	2500	2750	3750
West Knoxville-Duff.....	1400	1540	2100
Duff-Corbin.....	2500	2750	3750
Elizabeth-Blue Ridge.....	1100	1210	Restricted
Blue Ridge-Copperhill.....	2400	2640	Restricted
Copperhill-Stansbury.....	1075	1185	Restricted
Stansbury-Etowah.....	2250	2500	Restricted
Murphy Branch.....	1100	1210	Restricted

Tonnage handled by 6 axle units over portion of Southern Railway between Oliver Springs and Harriman must not exceed 2100 tons per unit.

Tonnage handled by 6 axle units, Chaska to Duff, will be 2,300 tons per unit when handling solid unit trains consisting of 100-ton capacity cars.

Use the following when estimating weights of unweighed cars of coal:

100,000 lb capacity —	80 tons
120,000 lb capacity —	89 tons
140,000 lb capacity —	110 tons
160,000 lb capacity —	120 tons
200,000 lb capacity —	135 tons

