

INDEX

Page

Application of Schedule Time and Point	Inside Front Cover
Automatic Block Signal System Limits.....	18
Bulletin Boards	Inside Front Cover
Centralized Traffic Control System Limits	18
City Ordinances	19
Regulations Other Than Maximum Speed of Trains.....	19
Maximum Speed of Trains	20
Clearance of Trains	14
Derails on Industrial Branches And Spurs	15
Division Officers	24
Double Track	Inside Front Cover
Hot Box Detector System	16-17
Interlocking	19
Map	Back Cover
Maximum Allowable Gross Weight	19
Miscellaneous Special Instructions	20-21
Other Tracks	23
Railroad Crossings at Grade	15
Register Stations	14
Rule Changes or Exceptions to Rules	15
Schedules	1-13
Corbin-Loyall	1
Loyall-Glenbrook	2-3
Harbell-Norton	4
Baxter-Lynch	5
Harlan Jct.-Hagans	5
Heidrick-Manchester	6
Pennington-Pocket	6
Cumberland-Scotia	6
Middlesboro-Pioneer	7
Stony Fork Jct.-Fork Ridge	7
Corbin-Etowah	8-9
Etowah-Junta	10
Clear Fork Branch	11
Old Line	11
Etowah-Copperhill	12
Copperhill-Elizabeth	13
Special Instructions-Corbin Terminal	22
Speed Restrictions and Exceptions to Normal Speed.....	17-18
Speed Table	23
Spring Switches	16
Standard Clocks	Inside Front Cover
Sub-Divisions	Inside Front Cover
Surgeons and Oculists	24
Tonnage Ratings	Inside Back Cover
Trackage on CV Sub-division not to be used by 6-axle Engines	22
Train Order Offices	Inside Front Cover
Use of Air Brakes and Retainers	18
Yard Limits	14

LOUISVILLE & NASHVILLE RAILROAD COMPANY

KNOXVILLE DIVISION

TIME-TABLE No.

2

TAKES EFFECT

SUNDAY, APRIL 28, 1974

12:01 A.M., EASTERN STANDARD TIME
On the Knoxville, Atlanta and Copperhill Sub-divisions

At 12:01 A.M., Central Standard Time
On the Cumberland Valley Sub-division

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

C. N. WIGGINS,
Vice President — Operations

K. C. DUFFORD,
Asst. Vice President — Operations

S. P. STRICKLAND,
Asst. Vice President — Transportation

A. JAMES, JR.,
Asst. Vice President — Terminals

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
 Pineville — Agent's Office
 St. Paul — Train Order Office
 Williamsburg — Agent's Office
 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
 Southern Railway
 Corbin — Train Order Office
 Corbin — Roundhouse
 Corbin — East Yard Office
 West Knoxville — Yard Office
 West Knoxville — Roundhouse

SUB-DIVISIONS

Cumberland Valley — Between Corbin and Norton, including branches
 Knoxville — Between Corbin and Etowah, including branches
 Atlanta — Between Etowah and Junta, including branches
 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
 Pineville — Agent's Office
 St. Paul — Train Order Office
 Williamsburg — Agent's 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
Patty.....	At north switch of siding for No. 856
Elizabeth	Switch to Atlanta Division East Siding

TRAIN ORDER OFFICES

Station	Hours Open
Corbin*	Continuous
Middlesboro*	8:00 a.m. to 5:00 p.m. Monday through 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
Norton*	Continuous
St. Paul*.....	Continuous
Loyall	Continuous
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	7:00 a.m. to 11:00 p.m. Monday through Friday
	7:00 a.m. to 3:00 p.m. Saturday
Fairmount	8:00 a.m. to 5:00 p.m. Monday through Friday
Junta*	Continuous
Copperhill*	7:00 a.m. to 3:00 p.m. and 9:00 p.m. to 12 midnight Monday through Friday
	12 midnight to 5:00 a.m. Tuesday through Saturday
	7:00 a.m. to 3:00 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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings 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 P.M.	Daily P.M.	Daily A.M.	Daily A.M.	Daily ex. Sunday A.M.	Daily ex. Sunday A.M.				Daily A.M.	Daily ex. Sunday P.M.	Daily P.M.	Daily ex. Sunday P.M.	Daily P.M.	Daily A.M.		
8.00	8.00	10.30	8.00	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						
10.30	10.25	12.47	10.30			239.60	A	2.66 LOYALL	L O		1.36		12.05		3.49	11.05
P.M.	P.M.	P.M.	A.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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time		
				863	57	39	55	865	37	35				
				Fast Freight	Freight	Freight	Freight	Fast Freight	Freight	Freight				
				Daily P.M.	Daily P.M.	Daily P.M.	Daily P.M.	Daily A.M.	Daily ex. Sunday A.M.	Daily ex. Sunday A.M.				
				10.30	10.25	1.25	12.47	10.30	10.00	7.20	239.60	L	LOYALL	0
				10.35	10.30	1.30	12.52	10.35	10.05	7.25	240.43		BAXTER	
				10.40		1.35		10.40	10.10	7.30	242.00		HARLAN JCT.	
						1.40				7.35	242.37		HARLAN	
						2.00				7.45	246.36		COXTON	
						2.05				7.50	247.40		AGES	
						2.15				8.15	250.84		EVARTS	
										8.35	257.01		HIGHSPLINT	
										9.05	263.70		GLOSTER	
										9.25	270.40	A	GLENBROOK	
				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				
				863	57	39	55	865	37	35				

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

GLENBROOK AND LOYALL — NORTHWARD

TIME-TABLE No. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time		Car Capacity of Sidings based on 44 feet per car	SECOND CLASS										
			58	34	864	36	38	56	862				
			Freight	Freight	Fast Freight	Freight	Freight	Freight	Fast Freight				
			Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily				
STATIONS			A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
A	LOYALL	0	1.36	12.10	12.05	2.00	4.30	3.49	11.05				
	0.83 BAXTER		1.31	12.04	11.20	1.51	4.25	3.44	10.20				
	1.57 HARLAN JCT.			11.59	11.15	1.45	4.20		10.15				
	0.37 HARLAN			11.55			4.15						
	3.99 COXTON	91		11.40			4.00						
	1.04 AGES	41		11.35			3.15						
	3.44 EVARTS	39		11.10			3.00						
	6.17 HIGHSPLINT			10.30									
	6.69 GLOSTER	110		10.00									
	6.70 L GLENBROOK			9.45									
			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.				
			Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily				
			58	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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of sidings 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				
P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.							
		8.20		205.70	L HARBELL A					11.06				
		8.30		209.28	FERNSDALE					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					
					HAGANS									
		11.50	11.55	243.62	HAGANS			10.26	9.30		9.26			
		12.05	12.10	248.11	HUBBARD SPRINGS	77		10.15			9.15			
		12.30	12.35	260.02	PENNINGTON O	35		9.45			8.45			
		12.45	12.50	265.05	DRYDEN			9.31			8.31			
		1.10	1.15	275.97	BIG STONE GAP	88		9.09			8.09			
		1.20	1.25	279.79	APPALACHIA	49		9.01			8.01			
		1.55	2.00	287.97	DORCHESTER JCT.			8.40			7.40			
		2.00	2.05	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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Stings based on 44 feet per car	SECOND CLASS					
	55	57						58	56				
	Freight	Freight						Freight	Freight				
	Daily P.M.	Daily P.M.						Daily A.M.	Daily P.M.				
	12.52	10.30	240.43	L	BAXTER 5.24	A		1.31	3.44				
	1.03	10.41	245.67		RHEA 5.78		99	1.21	3.34				
	1.15	10.53	251.45		NOLANSBURG 4.90		93	1.09	3.23				
	1.25	11.04	256.35		DIONE 3.72		101	12.41	3.11				
	1.35	11.11	260.07		CHAD 2.16	Yard		12.31	3.01				
	1.40	11.16	262.23		CUMBERLAND 2.30		58	12.26	2.56				
	1.45	11.21	264.53		BENHAM 2.04		45	12.15	2.45				
	1.50	11.26	266.57	A	LYNCH	L		12.05	2.35				
		P.M.						A.M.	P.M.				
		Daily						Daily	Daily				
		55						58	56				

SOUTHWARD

HARLAN JCT. AND HAGANS

NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Stings based on 44 feet per car	SECOND CLASS					
	863	865	37					864	36	862			
	Fast Freight	Fast Freight	Freight					Fast Freight	Freight	Fast Freight			
	Daily P.M.	Daily A.M.	Daily ex. Sunday A.M.					Daily A.M.	Daily ex. Sunday P.M.	Daily P.M.			
	10.40	10.40	10.10	242.00	L	HARLAN JCT.	A	11.15	1.45	10.15			
	10.45	10.45	10.15	242.98		DRESSEN 5.44		11.11	1.41	10.10			
	10.55	11.00 ⁸⁶⁴ ₈₇	11.00 ⁸⁶⁴ ₈₆	248.42		GLIDDEN 1.73	118	11.00 ⁸⁷ ₈₆₅	1.30	10.00			
	11.00	11.05	11.20	250.15		POPEVILLE 3.18		10.55	1.25	9.55			
	11.10	11.15		253.33		FLAGLER 5.34	94	10.47		9.47			
	11.20	11.25		258.67		SMILEY 1.67	58	10.36		9.36			
	11.50	11.55		260.34	A	HAGANS	L	10.26		9.26			
		P.M.						A.M.	P.M.	P.M.			
		Daily						Daily	Daily ex. Sunday	Daily			
		863						864	36	862			

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

HEIDRICK AND MANCHESTER					PENNINGTON AND POCKET													
SOUTHWARD			NORTHWARD		SOUTHWARD			NORTHWARD										
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time		Car Capacity of Sidings based on 44 feet per car	SECOND CLASS		SECOND CLASS		Distance from Louisville	TIME-TABLE No. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central 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		GIRDLER	34	11.58		6.00	262.04	A	POCKET L		11.30					
	8.06	196.29		FOUNT		11.45		A.M.					A.M.					
	8.21	202.07		JONSEE		11.30		Daily ex. Sunday					Daily ex. Sunday					
	8.36	208.02		GARRARD		11.15		47					46					
	8.41	208.81		HORSE CREEK JCT.		11.10												
	8.50	210.02	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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time		Car Capacity of Sidings based on 44 feet per car				
			STATIONS						
		262.23	CUMBERLAND						
		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				STONY FORK JCT. AND FORK RIDGE SOUTHWARD				RIDGE NORTHWARD			
		Distance from Louisville	TIME-TABLE No. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 44 feet per car					Distance from Louisville	TIME-TABLE No. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Central 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							0.36					
		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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Eastern Standard Time		
845	841	873	855	847	843	851	201	801	813	867	829		STATIONS		
Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Southern Freight	Fast Freight	Fast Freight	Fast Freight	Piggy- back				
Daily ex. Sunday P.M.	Daily ex. Sunday P.M.	Daily ex. Sunday P.M.	Daily ex. Sunday A.M.	Daily ex. Sunday A.M.	Daily ex. Sunday A.M.	Daily ex. Sunday A.M.	Daily ex. Sunday A.M.	Daily P.M.	Daily P.M.	Daily P.M.	Daily A.M.				
	3.00							10.00	5.50	3.00	6.40	172.23	L	CORBIN	0
												185.73		WOFFORD	
												189.68		WILLIAMSBURG	
				8.30	7.30							191.21		SAVOY	
												198.53		SAXTON	
								5.05				201.32		LOT	
5.05								5.20				205.96		HOLTON	
	5.10											207.16		MORLEY	
												210.68		CHASKA	
												219.57		KILSYTH	
6.10				9.30	8.35							224.00		LAFOLLETTE	
												228.63		JACKSBORO	
												243.92		GRANITE	
		12.30										250.12		DOSSETT	
												252.96		KIRKSTALL	
												268.09		AMHERST	
		1.45				6.01						275.39		WEST KNOXVILLE	
												276.91		KNOXVILLE	0
												283.56		SINGLETON	
												286.68		MENTOR	
												288.96		ARMONA	
												295.89		BINFIELD	
			11.40			7.49						301.91		JENA	
												313.11		FAGIN	
												327.41		ENGLEWOOD	
			1.10					4.30	11.59	9.00	1.01	334.37	A	ETOWAH	0
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.				
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily				
845	841	873	855	847	843	851	201	801	813	867	829				

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

ETOWAH AND CORBIN — NORTHWARD

TIME-TABLE No. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Eastern Standard Time		Car Capacity of Siding based on 55 feet per car	SECOND CLASS												
			828	866	814	802	854	872	846	842	202	850	844	840	
			Piggy-back	Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Local Freight	Local Freight	Southern Freight	Local Freight	Local Freight	Local Freight	
			Daily	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.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		
A	CORBIN	O	Yard	10.00	9.30	10.30	4.30							8.50	
	13.50														
	WOFFORD		115												
	3.95														
	WILLIAMSBURG		13												
	1.53														
	SAVOY		88						8.30	9.00					
	7.32														
	SAXTON		104												
	2.79														
	LOT										9.05				
	4.64														
	HOLTON										8.50		2.55		
	1.20														
	MORLEY		Yard											6.00	
	3.52														
	CHASKA		83												
	8.89														
	KILSYTH		150												
	4.43														
	LAFOLLETTE		69						7.30	8.00			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	O	Yard												
	6.65														
	SINGLETON		94												
	3.12														
	MENTOR														
	2.28														
	ARMONA		26												
	6.93														
	BINFIELD		94												
	6.02														
	JENA		60										10.00		
	11.20														
	FAGIN		94												
	14.30														
	ENGLEWOOD		94												
	6.96														
L	ETOWAH	O	Yard	4.30	1.15	4.30	9.15	6.45							
				A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
				Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	
				828	866	814	802	854	872	846	842	202	850	844	840

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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					THIRD CLASS		
	857	867	829	801	859				813	828	858	866	814		802	856
Local Freight	Fast Freight	Piggy-back	Fast Freight	Local Freight	Fast Freight			Piggy-back	Local Freight	Fast Freight	Fast Freight	Fast Freight	Local Freight			
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily			Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily			
A.M.	P.M.	P.M.	A.M.	A.M.	A.M.			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.			
	7.00	10.00	2.00	6.00	5.30	12.30	334.37	L	ETOWAH O A	Yard	4.15	10.59	12.15	4.15	9.15	1.50
	7.30	10.15	2.15	6.15	5.46	12.46	344.67		10.3 PATTY	94	3.46	10.25	11.46	3.36	8.46	1.30
		10.27	2.27	6.27	5.59	12.58	353.27		8.6 OCOEE	50	3.34	10.10	11.34	3.34	8.34	
		10.47	2.47	6.47	6.22	1.18	367.87		14.6 FAIRY	94	3.15	9.50	11.15	3.15	8.15	
		11.00	3.00 ⁸¹⁴	7.00	6.38	1.31	378.57		10.7 CHATSWORTH O	56	3.01	9.35	11.01	3.00 ⁸²⁹	8.01	
		11.13	3.13	7.13	6.52	1.44	388.37		9.8 CONISTON	91	2.47	9.20	10.47	2.47	7.47	
		11.33	3.33	7.33	7.16	2.04	402.77		14.4 FAIRMOUNT O	55	2.26	8.57	10.26	2.26	7.26	
		11.44	3.44	7.44		2.16 ⁸²⁸	410.27		7.5 RYDAL	90	2.16 ⁸¹³		10.16	2.16	7.16	
		12.01	4.00	8.00		2.32	422.67	A	12.4 JUNTA O L	Yard	2.00		10.00	2.00	7.00	
A.M.	A.M.	P.M.	A.M.	A.M.	A.M.						A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily				45.5		Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily
857	867	829	801	859	813						828	858	866	814	802	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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Eastern Standard Time	Car Capacity of Siding based on 55 feet per car	SECOND CLASS		Distance from Louisville	TIME-TABLE No. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Eastern Standard Time	Car Capacity of Siding based on 55 feet per car	SECOND CLASS	
845	201				202	844				852	
Local Freight	Southern Freight				Southern Freight	Local Freight				Local Freight	
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	
P.M.	A.M.		STATIONS		A.M.	P.M.			STATIONS		A.M.
3.01	5.30	206.23	L TREVILION A	25	8.45	5.00		286.68	MENTOR A		11.30
3.13	5.44	209.25	3.02 ARCO		8.30	4.48		288.88	2.20 LOUISVILLE		
3.20	5.50	210.66	1.41 EAGAN		8.24	4.42		295.91	7.03 FRIENDSVILLE	16	
3.30	6.01	212.76	2.1 A CLAIRFIELD L	8	8.15	4.33		304.45	8.54 GREENBACK	11	
								305.55	1.10 JENA L	60	8.00
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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings 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. Sunday
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		12.25	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. Sunday
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. 2 Takes effect Sunday, April 28, 1974 at 12:01 a.m. Eastern Standard Time	Car Capacity of Stairs based on 59 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. Sunday	Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday	Daily ex. Saturday	
A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.				
12.30				382.07	L COPPERHILL O A	Yard			8.55		
12.50				389.97	7.9 CURTIS	14			8.30		
12.59				393.87	3.9 MURPHY JCT.	14			8.15		
1.15	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	2.00	442.67	3.5 BALL GROUND O	15	5.30	8.50			
			2.12	445.37	2.7 GOBER	13	5.15				
			2.30	448.87	3.5 KEITHSBURG	15	5.00				
			3.00	454.27	5.4 CANTON O	15	4.38				
			3.20	459.87	5.6 HOLLY SPRINGS	15	4.21				
			3.30	461.97	2.1 TOONIGH	14	4.12				
			3.45	465.77	3.8 WOODSTOCK	22	4.04				
			4.02	474.17	8.4 WESTOAK	13	3.47				
			4.15	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. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Saturday	
849	835	837	839				838	836	834	848	

SPECIAL INSTRUCTIONS — Continued

L&N movements over portions of the Norfolk and Western Railway, Clinchfield Railroad and Southern Railway will be governed by Rules, Special Instructions and Time-Table of each respective railroad, except movements over Southern Railway portion of Clear Fork Branch will be governed by L&N Rules, Special Instructions and Time-Table.

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	All trains
St. Paul	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 below 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.

Except when Train Order Office is open, Nos. 830, 832, and 849 may assume schedules and leave Copperhill 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. 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
 Heidrick (C&M)
 Coaldale — Weber, Horse Creek Branch
 Middlesboro, M.R.R.
 Hagans — Smiley
 Appalachia

Holton — Trevilion

Straight Creek

Kilsyth — Crooked Fork Branch

Dossett — Marlow

Armona — Maryville

Atlanta Sub-division:

Etowah — except within CTC limits

Patty — Calhoun

Fairmount — Bolivar

Junta

Copperhill Sub-division:

Etowah — except within CTC limits

Blue Ridge — Murphy Junction

Whitestone

Tate

Elizabeth

Knoxville Sub-division:

Corbin, except within

CTC limits

Lot — Jellico

Arco

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 derail 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	Arco and Clairfield
Nos. 845 and 844	Arco 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.

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
Elys	Elys — Jellico Branch
Yingling	Pine Mt. Branch
Paulsen	Chenoa Branch
Ponza	Yellow Creek Branch
Crosby	Tom Creek Branch
Blackmont	Puckett Creek Branch
Kerr	Banner Fork Branch
Parkdale	Yocum Creek Branch
Evarts	Bailey Creek Branch
Highsplint	Seagraves Creek Branch
Dressen	Catron Creek Branch
Glidden	Merna Branch
Popeville	Crummies Creek Branch
Savoy	Pine Mt. Branch
Clairfield.....	Clairfield to Fonde
Englewood	A&T Branch, Englewood to Athens
Englewood	A&T Branch, Englewood to Tellico Plains
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 below. 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

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Loyall (South lead track)	South	For lead track
Baxter (Junction of Poor Fork Branch)	Junction Switch	For Poor Fork 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 spur
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
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

BI-DIRECTIONAL HOT BOX DETECTORS

As engine nears the hot box detector location, the engineer must alert the trainmen on the rear of the train via radio, that he is near the hot box detector. The trainmen on the rear must immediately acknowledge the engineer's transmission. This will serve as an operational check of the radio system and will alert the trainmen on the rear of the train to go to the rear of the caboose, to be prepared to record the necessary information after the caboose passes the display board. If, due to radio failure or other reasons, trainmen on caboose are not alerted by the engineer, as outlined herein, such trainmen will not be re-

lieved of their responsibility to observe the display board and take action as required by these instructions.

After the train passes the detector site, and if a hot box has been detected, the bi-directional display board is automatically actuated to indicate the location of the hot box and will remain on for approximately 90 seconds.

If no hot boxes are detected, the display board will indicate "OOO" and the lights on top of the display board will not be illuminated. If display board is dark, train will be stopped immediately and all journals inspected for hot box.

If a hot box is detected on east (or west) side of the train, the east (or west) alarm light on top of the display board immediately starts flashing. The display board gives the location of the hot box in terms of axle count from the hot box to the rear of the train, including the caboose, and not the number of cars. Do not overlook any 6 or 8 wheel trucks when inspecting train for detected hot box.

The flashing center light and a flashing east (or west) light means that more than one hot box has been detected on the east (or west) side of the train. The display board numbers give the location of the first hot box detected only. To locate the second hot box, if one is indicated by more than one flashing light, it will be necessary to make inspection of the train from the location of the first hot box, indicated by numbers displayed, to the rear of the train.

If both the east and west alarm lights are flashing but not the center light, this indicates a hot box has been detected on both sides of the train. The numbers on the display board indicate the location of the first hot box detected only. It will then be necessary to make an inspection of the designated car to determine on which side of the train the first detection occurred and then make an inspection on the opposite side of the train from the first hot box to the rear of the train.

The flashing of all three alarm lights signifies that one or more hot boxes have been detected on each side of the train. The display board numbers indicate the location of the first hot

box detected only. It then will be necessary to make an inspection of the designated car to determine on which side of the train the first detection occurred and then make an inspection of both sides of the train from the first hot box detected to the rear of the train.

A blue rotating light mounted directly beneath the display board will become illuminated in the event that the hot box detector has failed to properly inspect the train. If this failure light (blue beacon) is illuminated, the trainmen on the rear of the train must advise the engineer and the train must be stopped for an inspection of the entire train for hot box conditions. Trainmen must observe display board for a failure indication until out of sight.

If any of the above conditions exist, except the "OOO" indication, the trainman on the rear will immediately record, on proper form, all of the information exactly as it appears on the display board and will notify the engineer accordingly so that the train can be stopped for inspection.

A trainman on the rear of the train must communicate via radio with the engineer immediately after passing the detector, regardless of whether or not an alarm indication is displayed on the display board. Example — "Just passed the hot box detector and all is normal"; or, "Just passed the hot box detector, all zero and no alarm." This is to verify that the radio is operational and that the trainman on the rear end has acknowledged the display board. If the engineer does not receive communication from the trainman on the rear of the train, he must stop the train for inspection.

When an alarm indication is given by the hot box detector, stop must be made immediately and a crew member will communicate with the train dispatcher advising him that the train has been stopped for hot box inspection.

The journal or journals indicated by the detector must be thoroughly inspected and necessary action taken. If the hot journal is not found on the car registered by the detector, crew member must inspect two cars immediately ahead and two cars immediately behind the one registered for hot journal.

In all cases, a red "hot box tag," a supply of which will be kept in all cabooses, must be attached to the journal or journals detected by the hot box detector system, and otherwise. When practicable, mechanical forces at the next terminal must be notified.

After the train has been inspected, the train dispatcher must be advised the initials and numbers of cars registered or detected otherwise, condition of journal or journals, whether such journals were serviced and disposition of such car or cars. The same information must be included on the printed form. All required information must be shown on the forms and the forms must be signed by the employe supplying the information. This completed form must be mailed to Line-of-Road Assistant Superintendent promptly. The train dispatcher must also record duplicate information on form provided.

Trains must not stop with any portion of train on detector where bi-directional hot box detector with display boards are located when it can reasonably be avoided.

Should it be necessary for a train to stop on one of these detectors, the entire train must be inspected for a hot box, as stopping on a detector will cancel any portion of train that has been checked.

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 Harbell.....	35	25
Harbell and Hagens via Middlesboro.....	25	15
Hagens and Norton.....	35	25
Heidrick and Manchester	25	20
Horse Creek Branch.....	15	15
Pine Mt. R. R.—East	15	10
Pineville and Kettle Island.....	25	15
Left Fork Straight Creek Branch.....	15	15
Harbell and Loyall and Lynch	30	25
Cumberland and Scotia	25	15
Harlan Junction and Closplint	25	25
Closplint 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 Hagens	30	20
Dressen and Liggett	25	10
Gulston and Yancey	15	10
Glidden and Merna	20	15
Popeville and Three Point	15	15
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 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 loaded cars exceeding 190,000 lbs. net weight will operate at a speed of fifteen (15) miles per hour or less when the train cannot be immediately accelerated to a speed between twenty-five (25) miles per hour and Normal Speed.

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.

Normal Speed for piggyback trains operating between Corbin and Junta, 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. When these trains handle tank cars or open top equipment, loaded or empty, freight train speed will apply.

It will be the responsibility of the conductor to notify the engineer when consist of trains requires speed restriction 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.

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.

No. 856 must not foul siding at Patty until authorized by the train dispatcher.

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 that brake pipe pressure gauge in caboose shows required pressure. Flagman and brakeman will locate themselves on or alongside train so as to be in position to pass signals to engineer unless radio communication is used.

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 caboose 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

Hagens 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 Jct.: 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 Hagens	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 Creek Spur, Knoxville	251,000
Mentor to Jena via Greenback	251,000
Athen & Tellico Branch	251,000
Copperhill and Whitestone	251,000
Murphy Branch	251,000
Clear Fork 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.

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 Hagens	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

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

Occasionally we experience heavy rains over portions of the Division. When this occurs operate trains and engines carefully where slides and washouts are liable to occur.

Converted M-1 Steam Engine Tenders (Diesel Fuel Tanks) in Series 40912-40917 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.

Each engineer, soon as possible after departing originating terminal, must check speedometer of unit operating from for accuracy. This must be done by checking time by standard watch between mile posts and apply to Speed Table in current time-table. Any inaccurate or inoperative speedometer must be listed on locomotive inspection report at end of trip.

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

All crew members of trains passing through slow order track areas must keep as close lookout as possible over their train to detect any derailed equipment. Crew members on caboose will be expected to be on rear platform while moving over slow order track areas, observing train ahead closely as possible and also being on lookout for any new tie or track damage to indicate derailed equipment in the train.

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. Branch.

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 Knoxville, Atlanta and Copperhill Sub-divisions 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 six units be handled on any one train.

250-ton wrecking cranes L&N 40015, 40016, 40027, 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.

Old Line — Etowah to Copperhill

— Elizabeth to Whitestone

With the speed reduced to ten (10) M.P.H. over:

Bridge 29, Mile KX 346.5; Bridge 39, Mile KX 360.6;

Bridge 47, Mile KX 363.6; Bridge 59, Mile KX 370.2;

Bridge 61, Mile KX 370.6; Bridge 62, Mile KX 370.7;

Bridge 64, Mile KX 374.1; Bridge 65, Mile KX 374.2;

Y Track Trestle, Copperhill, Mile KX 381.6A

Bridge 109, Mile KX 421.2; Bridge 118, Mile KX 445.0;

Bridge 119, Mile KX 447.4.

L&N wrecker 40029, 120 ton capacity, may be handled between Whitestone and Copperhill including Murphy Branch with the speed reduced to ten (10) M.P.H. over:

Bridge 76, Mile KX 385.7; Bridge 80, Mile KX 393.0;

Bridge 82, Mile KX 393.2; Bridge 87, Mile KX 399.4;

Bridge 93, Mile KX 407.5; Bridge 1, Mile KG 393.5;

Bridge 2, Mile KG 395.6; Bridge 4, Mile KG 397.0;

Bridge 19, Mile KG 409.8.

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.

Train movement between Arco and Consolidated Coal Company mines must be made in accordance with Operating Department Rule No. 105.

L&N trains and engines must not occupy portion of track between Arco and Consolidated Coal Company mines without authority of Chief Dispatcher.

Crews on all southward trains handling between 80 and 100 percent of full tonnage, Chaska to Duff, upon separating 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.

Under circumstances whereby it is necessary for dispatchers to authorize a southward train to proceed beyond south switch at Chaska while block signal at "Stop" indication, train may, after stopping, proceed at Restricted Speed from that point — without having to back train north of north switch at Chaska.

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.

Northward trains arriving Etowah from Patty, unless otherwise instructed by the Yardmaster, will head into yard through extreme south crossover.

The normal position of the north roundhouse lead switch, Etowah Yard, is for movement through Long John track.

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.

TRACKAGE ON CV SUB-DIVISION NOT TO BE USED BY 6-AXLE ENGINES

Grays House Track
 Bailey Spur Track
 Barboursville — Penn & Jellico Grocery
 — House Track
 — Team Track
 — Rapp Lumber
 — K&V Tracks
 — Mintons and Runaround
 Ely Branch
 Pine Mountain Branch
 Powder Mill Track
 Straight Creek Branch beyond South Switch Pineville interchange track (Except for Viall Unit Train which cannot use engines 1400-1432 and 1500-1525).

Chenoa Branch
 Yellow Creek — Beyond derail at Roaring
 Varilla Mine Tracks
 Toms Creek Branch
 Pucketts Creek Branch
 Blackmont House Track and No. 2 Interchange Track
 Cardinal Mine Tracks
 Sanborn Mine Tracks
 Banner Fork Branch
 Wilhoit House Track
 Emerling House Track
 Baxter House Track

POOR FORK

Gaynor — Beyond clearance point
 Gatun Scrap Track
 Rhea — Laden Spur beyond clearance point
 Nolansburg Mine Track
 Pine Mountain #2 — Both ends
 Dione House Track
 Hiram LP Gas Spur
 Chad House Track
 Hurricane Gap — Both ends
 Cumberland Wye Track
 Scotia Branch
 Benham Yards — Can pick up but not run through load tracks. Crossover south end load yard condemned for all engines. Empty tracks beyond clearance point except to set off.
 Lynch Yards — House Track beyond clearance point. Load and empty tracks, beyond clearance point except necessary to set off or pick up.

CLOVER FORK

Harlan — All tracks
 Ages — Crossover and House Track
 Verda Lumber Track — Beyond clearance point
 Harcrow — All Tracks
 Yocum Creek Branch
 Everts Yard — Beyond clearance point all tracks
 Baileys Creek Spur
 Everts Wye Track
 Seagrave Spur (Hilo) south of unit loading tipple and House Track
 Louellen Runaround Track
 Glenbrook Runaround Track

MARTINS FORK

Harlan — South leg wye
 — #1 Wye Track
 — #2 Wye Track
 — Armory Siding — Beyond clearance point
 — Harlan Siding — Beyond clearance point

Catrons Creek Branch**Kay (Bland)**

Bennett (V&C, Charlotte) — Beyond clearance point except as necessary to place empties

Merna Branch — South of unit loading tipple
 — Lenarue

Lick Branch Spur — Cato to end on Three Point Side
 — Crummies Creek, south of unit loading tipple at Karen

Smith Mine Track

Smiley — Storage Track, beyond clearance point.

HAGANS TO NORTON

Cochrane — Beyond clearance point

Hubbard Springs — House Track

Pennington — P&P Wholesale
 — Tobacco Track
 — Old Engine Track
 — Oil Spur

Pennington Branch — Beyond Main Street

Dryden — House Track, beyond clearance point

Blackwood Spur

Harbell to Hagans on CV

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. Radio communication may also be used.

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
Grays, Ky.	CV 177.3	17	Both ends
Artemus, Ky.	CV 191.6	13	Both ends
Four Mile, Ky.	CV 199.2	11	North
Wallsend, Ky.	CV 201.3	Yard	Both ends
Page, Ky.	WB 208.3	Yard	Both ends
Miracle, Ky.	WB 215.5	14	South
Crosby, Ky.	WB 218.7	57	Both ends
Molus, Ky.	WB 266.5	9	North
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
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	North
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	49	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	South
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
Binfield, Tenn.	C 295.9	6	Both ends
McGhee, Tenn.	C 306.1	18	Both ends
Vonore, Tenn.	C 308.2	8	North
Madisonville, Tenn.	C 316.9	68	Both ends
Gudger, Tenn.	C 321.6	8	South
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	North
Tellico Plains, Tenn.	KB 341.4	Yard	
Yaden, Ky.	CO 200.0	28	Both ends
Gatliff, Ky.	CZ 208.7	4	Both ends
Batley, Tenn.	KD 255.0	13	South
Oliver Springs, Tenn.	KD 259.0	10	Both ends
Harriman, Tenn.	KE 274.0	Yard	North
Marmor, Tenn.	KT 293.8	Lead	North

OTHER TRACKS—Atlanta Sub-division

Station	Mile	Capacity 55 ft. Cars	Switch
Calhoun, Tenn.	KA 354	Yard	Both ends
Benton, Tenn.	C 348.2	12	South
Conasauga, Tenn.	C 362.0	8	South
Tenna, Tenn.	C 362.9	6	North
Crandall, Ga.	C 371.3	24	North.
Eton, Ga.	C 374.5	11	South
Coniston, Ga.	C 388.4	13	North
Oakman, Ga.	C 393.9	10	South
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	55	Both ends

OTHER TRACKS—Copperhill Sub-division

Station	Mile	Capacity 55 ft. Cars	Switch
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	North
Murphy, N. C.	KG 416.8	Yard	Wye
Stansbury, Tenn.	KX 373.2	23	North
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

V. E. SMITH
Terminal Trainmaster,
Corbin, Ky.

J. WILLIAMS
Trainmaster,
Loyall, Ky.

O. V. HART
Road Foreman of Engines
Asst. Trainmaster
Corbin, Ky.

J. B. WILLIAMS
Trainmaster,
Knoxville, Tenn.

J. R. WOODY
Asst. Trainmaster,
Knoxville, Tenn.

J. B. CHADWELL
Chief Dispatcher,
Cumberland Valley
Sub-division,
Corbin, Ky.

O. R. BRAGG
Trainmaster,
Etowah, Tenn.

M. E. ELLIOTT
Road Foreman of Engines
Asst. Trainmaster
Etowah, Tenn.

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

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. C. B. Stacy Pineville, Ky.
Dr. T. Edward Acuff Knoxville, Tenn.
Dr. Keith P. Smith, Assistant Corbin, Ky.

LOCAL SURGEONS

Dr. B. H. Wells Corbin, Ky.
Dr. W. H. Jones Grays, Ky.
Dr. Buell B. Mills Pineville, Ky.
Dr. Adam Stacy Pineville, Ky.
Dr. R. R. Evans Arjay, Ky.
Dr. J. D. Foley Loyall, Ky.
Dr. Philip J. Begley Harlan, Ky.
Dr. Smith Howard Harlan, Ky.
Dr. Merideth J. Evans Middlesboro, Ky.
Dr. S. H. Flowers Middlesboro, Ky.
Dr. G. B. Setzler Pennington, Va.
Dr. T. S. Ely Jonesville, Va.

Dr. Frank E. Handy Appalachia, Va.
Dr. Joseph T. Phillips Norton, Va.
Dr. M. L. Davis LaFollette, Tenn.
Dr. L. A. Killeffer Harriman, Tenn.
Dr. Carlos L. Velado Knoxville, Tenn.
Dr. J. Frank Manning Maryville, Tenn.
Dr. R. W. Trotter Athens, Tenn.
Dr. Louis J. Ordonez Etowah, Tenn.
Dr. B. W. Whitfield Murphy, N.C.
Dr. W. C. Zachary, Jr. Copperhill, Tenn.
Dr. B. H. Steele Fairmount, Ga.
Dr. Wm. B. Dilliard, Jr. Cartersville, Ga.
Dr. Chas. T. Henderson Marietta, Ga.

OCULISTS

Dr. Wm. M. Buttermore Corbin, Ky.
Dr. C. H. Henderson Norton, Va.
Dr. G. S. Ballou Knoxville, Tenn.
Dr. K. L. Raulston, Jr. Knoxville, 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, 702-720, 550-558, 575-578.

Column 2. GP30, GP35, GP38, GP38-2, GP40, U23B, U25B, U28B, U30B, C420, RS20 — Nos. 1000-1060, 1100-1128, 4000-4045, 4050-4144, 3000-3029, 2700-2772, 1600-1626, 2500-2504, 2505-2509, 1300-1335, 1350.

Column 3. SD35, SDP35, SD40, C628, C630, U25C, U28C, U30C — Nos. 1200-1220, 1221-1224, 1225-1278, 1400-1414, 1425-1432, 1500-1525, 1527-1533, 1470-1499, and 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-Ruden.....	1000	1100	Restricted
Ruden-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 rating of locomotives over portion of Southern Railway between Oliver Springs and Harriman is as follows: Column 1, 1475 tons, Column 2, 1630 tons and Column 3, 2100 tons.

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

