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# LOUISVILLE & NASHVILLE RAILROAD COMPANY

## KNOXVILLE DIVISION

### TIME-TABLE No.

# 3

TAKES EFFECT

SUNDAY, MARCH 14, 1976

12:01 A.M., EASTERN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

**C. N. WIGGINS**

Vice President — Operations

**K. C. DUFFORD**

Asst. Vice President — Operations

**R. L. GRIMES**

General Manager — Transportation

**R. L. AGEE**

Superintendent

**J. B. WILLIAMS**

Asst. Superintendent

**C. M. HARDIN**

Asst. Superintendent

## SPECIAL INSTRUCTIONS

### BULLETIN BOARDS

Corbin — Train Order Office  
 Corbin — East Yard Office  
 Corbin — Crew Callers Office  
 Loyall — Train Order Office  
 Loyall — Roundhouse  
 Middlesboro — Train Order Office  
 Pineville — Agent's Office  
 Norton — Train Order 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 — Crew Room  
 Ball Ground — Crew Room  
 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 — Bulletins located at the following:  
     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 — Crew Callers Office  
 Corbin — Train Order Office  
 Loyall — Train Order Office  
 Middlesboro — Train Order Office  
 Pineville — Agent's Office  
 Norton — Train Order Office  
 Norton — Crew Callers 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 .....	At absolute signal located at mile 336.4
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
Pineville*† .....	7:30 a.m. to 10:00 a.m., 2:00 p.m. to 4:30 p.m. Monday through Friday
Pennington .....	8:00 a.m. to 5:00 p.m. Monday through Friday
Norton* .....	Continuous
Loyall .....	Continuous
Williamsburg*† .....	7:30 a.m. to 4:30 p.m. Monday through Friday
Jellico*† .....	7:00 a.m. to 4:00 p.m. daily except Sunday
LaFollette*† .....	8:00 a.m. to 5:00 p.m. Monday through Friday
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 .....	Continuous
Junta* .....	Continuous
Copperhill* .....	7:00 a.m. to 3:00 p.m. Monday through Friday
Tate* .....	8:00 a.m. to 5:00 p.m. Monday through Friday

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

†Trains originating only.

Trains must obtain Clearance Form A at Middlesboro, Copperhill, Tate, when Train Order Office is open.

(Continued on page 12)

## SOUTHWARD

## CORBIN AND LOYALL

## NORTHWARD

SECOND CLASS						Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 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.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	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	FORBES							
						175.73	SILER							
						179.33	ARKLE	112						
						184.55	BAILEYS	69						
				7.31		187.18	HEIDRICK	Branch				12.15		
						188.77	BARBOURVILLE	140						
						202.81	PINEVILLE O	154						
					8.20	205.27	HARBELL	Jct.		11.06				
						210.50	VARILLA	147						
						223.43	BLACKMONT	134						
						236.94	WILHOIT	208						
10.30	10.25	12.47	10.30			239.60	A 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 NORTON — SOUTHWARD

SECOND CLASS											Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	
				863	57	39	55	865	37	35		STATIONS	
				Fast Freight	Freight	Freight	Freight	Fast Freight	Freight	Freight			
				Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday			
				P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	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		0.83 BAXTER
				10.40		1.35		10.40	10.10	7.30	242.00		1.57 HARLAN JCT.
				10.45				10.45	10.15		242.98		0.98 DRESSEN
				10.55				11.00 <sup>864</sup> <sub>37</sub>	11.00 <sup>864</sup> <sub>865</sub>		248.42		5.44 GLIDDEN
				11.00				11.05	11.20		250.15		1.73 POPEVILLE
				11.10				11.15			253.33		3.18 FLAGLER
				11.20				11.25			258.67		5.34 SMILEY
				11.50				11.55			260.34		1.67 HAGANS
											243.62		4.49 HUBBARD SPRINGS
				12.05				12.10			248.11		11.91 PENNINGTON 0
				12.30				12.35			260.02		5.03 DRYDEN
				12.45				12.50			265.05		10.92 BIG STONE GAP
				1.10				1.15			275.97		3.82 APPALACHIA
				1.20				1.25			279.79		8.18 DORCHESTER JCT.
				1.55				2.00			287.97		2.17 NORTON 0
				2.00				2.05			290.14	A	
				A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.			
				Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday			
				863	57	39	55	865	37	35			

NOTE: Under column "Distance from Louisville" where two are shown at Hagans, Mile 260.34 refers to the Martins Fork Branch. Mile 243.62 refers to the distance from Louisville VIA Middlesboro.

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

## NORTON AND LOYALL — NORTHWARD

TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time		Car Capacity of Sidings based on 55 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.					
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				
	0.98 DRESSEN				11.11	1.41			10.10				
	5.44 GLIDDEN	94			11.00 <sup>37</sup> <sub>66S</sub>	1.30			10.00				
	1.73 POPEVILLE				10.55	1.25			9.55				
	3.18 FLAGLER	75			10.47				9.47				
	5.34 SMILEY	46			10.36				9.36				
	1.67 HAGANS				10.26				9.26				
	4.49 HUBBARD SPRINGS	83			10.15				9.15				
	11.91 PENNINGTON 0	28			9.45				8.45				
	5.03 DRYDEN				9.31				8.31				
	10.92 BIG STONE GAP	80			9.09				8.09				
	3.82 APPALACHIA	39			9.01				8.01				
	8.18 DORCHESTER JCT.				8.40				7.40				
	2.17 L NORTON 0				8.30				7.30				
			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				

NOTE: Under column "Distance from Louisville" where two are shown at Hagans, Mile 260.34 refers to the Martins Fork Branch. Mile 243.62 refers to the distance from Louisville VIA Middlesboro.

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## SOUTHWARD

## BAXTER AND LYNCH

## NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
			<b>55</b>	<b>57</b>						<b>58</b>	<b>56</b>		
			Freight	Freight						Freight	Freight		
			Daily P.M.	Daily P.M.						Daily A.M.	Daily P.M.		
			12.52	10.30	240.43	L	<b>BAXTER</b>	A		1.31	3.44		
			1.03	10.41	245.67		<b>5.24</b> <b>RHEA</b>		79	1.21	3.34		
			1.15	10.53	251.45		<b>5.78</b> <b>NOLANSBURG</b>		74	1.09	3.23		
			1.25	11.04	256.35		<b>4.90</b> <b>DIONE</b>		80	12.41	3.11		
			1.35	11.11	260.07		<b>3.72</b> <b>CHAD</b>		Yard	12.31	3.01		
			1.40	11.16	262.23		<b>2.16</b> <b>CUMBERLAND</b>			12.26	2.56		
			1.45	11.21	264.53		<b>2.30</b> <b>BENHAM</b>			12.15	2.45		
			1.50	11.26	266.57	A	<b>2.04</b> <b>LYNCH</b>	L		12.05	2.35		
			P.M.	P.M.						A.M.	P.M.		
			Daily	Daily						Daily	Daily		
			<b>55</b>	<b>57</b>						<b>58</b>	<b>56</b>		

## SOUTHWARD

## HARBELL AND HAGANS

## NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
			<b>49</b>							<b>48</b>			
			Local Freight							Local Freight			
			Daily ex. Sunday A.M.							Daily ex. Sunday A.M.			
			7.35		205.70	L	<b>HARBELL</b>	A		11.06			
			7.45		209.28		<b>3.58</b> <b>FERDALE</b>			10.51			
			8.00		215.47		<b>6.19</b> <b>MIDDLESBORO</b>	<b>O</b>		10.40			
			8.05		216.71		<b>1.24</b> <b>BELT JUNCTION</b>			10.35			
			8.15		219.56		<b>2.85</b> <b>CUMBERLAND GAP</b>		38	10.25			
			8.33		227.28		<b>7.72</b> <b>WHEELER</b>		22	10.05			
			8.50		234.57		<b>7.29</b> <b>EWING</b>			9.55			
			9.00		238.89		<b>4.32</b> <b>ROSE HILL</b>			9.45			
			9.10		243.62	A	<b>4.73</b> <b>HAGANS</b>	L		9.30			
			A.M.							A.M.			
			Daily ex. Sunday							Daily ex. Sunday			
			<b>49</b>							<b>48</b>			

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

**HARLAN JCT. AND GLENBROOK**  
**SOUTHWARD** **NORTHWARD**

SECOND CLASS		Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Stings based on 35 feet per car	SECOND CLASS	
39	35				34	38
Freight	Freight				Freight	Freight
Daily	Daily ex. Sunday				Daily ex. Sunday	Daily
P.M.	A.M.		STATIONS		A.M.	P.M.
1.35	7.30	242.00	L HARLAN JCT. A		11.59	4.20
			0.37			
1.40	7.35	242.37	HARLAN		11.55	4.15
			3.99			
2.00	7.45	246.36	COXTON	72	11.40	4.00
			1.04			
2.05	7.50	247.40	AGES	32	11.35	3.15
			3.44			
2.15	8.15	250.84	EVARTS	31	11.10	3.00
			6.17			
	8.35	257.01	HIGHSPLINT		10.30	
			6.69			
	9.05	263.70	GLOSTER	88	10.00	
			6.70			
	9.25	270.40	A GLENBROOK L		9.45	
P.M.	A.M.				A.M.	P.M.
Daily	Daily ex. Sunday				Daily ex. Sunday	Daily
39	35				34	38

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. 3 Takes effect Sunday, March 14, 1976 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	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				
P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.				
	3.00							2.05	2.15	3.30	6.40	172.23	L	CORBIN	O
												185.73		WOFFORD	
												189.68		WILLIAMSBURG	O
				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	O
												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	O
												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					8.35	8.45	11.00	1.01	334.37	A	ETOWAH	O
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.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. 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. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time		Car Capacity of Sidings based on 55 feet per car	SECOND CLASS												
			828	866	812	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			P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		
A	CORBIN	O	Yard	7.00	4.30	9.45	4.30							8.50	
	13.50														
	WOFFORD		115												
	3.95														
	WILLIAMSBURG	O	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	O	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					11.20					10.00		
	11.20														
	FAGIN		94												
	14.30														
	ENGLEWOOD		94												
	6.96														
L	ETOWAH	O	Yard	11.30	8.30	4.00	10.30	6.45							
				A.M.	P.M.	A.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	812	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.

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

Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car
	STATIONS			STATIONS	
215.49	<b>MIDDLESBORO O</b> 0.57		219.07	<b>STONY FORK JCT.</b> 0.38	
216.56	<b>QUEENSBURY</b> 2.51		219.45	<b>GRAVITY YARD</b> 2.97	
219.07	<b>STONY FORK JCT.</b> 2.74		222.42	<b>FORK RIDGE JCT.</b> 0.58	
221.81	<b>PIONEER</b>		223.00	<b>FORK RIDGE</b>	

**PENNINGTON AND POCKET  
SOUTHWARD NORTHWARD**

SECOND CLASS		Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	SECOND CLASS	
47	Freight		STATIONS	46	Freight
Daily ex. Sunday A.M.		Daily ex. Sunday A.M.			
5.50	260.02	<b>L PENNINGTON O A</b> 2.02	11.40		
6.00	262.04	<b>A POCKET L</b>	11.30		
A.M.			A.M.		
Daily ex. Sunday 47			Daily ex. Sunday 46		

**SOUTHWARD**
**CUMBERLAND AND SCOTIA**
**NORTHWARD**

Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car
	STATIONS	
262.23	<b>CUMBERLAND</b> 11.74	
273.97	<b>SCOTIA</b>	

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. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					THIRD CLASS	
859	867	829	801	813	828	866				812	802	858				
Local Freight	Fast Freight	Piggy- back	Fast Freight	Fast Freight	Piggy- back	Fast Freight				Fast Freight	Fast Freight	Fast Freight	Local Freight			
Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily ex. Sunday			
A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.					
5.30	12.01	2.00	12.05	9.45	334.37	L	ETOWAH O A	Yard	8.04	7.30	1.20	10.15	10.59			
5.46 <sup>828</sup>							10.3									
7.46	12.16	2.15	12.32 <sup>812</sup>	10.21	344.67		PATTY 8.6	94	7.33 <sup>859</sup>	7.01	12.32 <sup>801</sup>	9.48	10.25			
7.59	12.28	2.27	12.44	10.34	353.27		OCOEE 14.6	50	7.21	6.49	12.20	9.36	10.10			
8.22	12.48	2.47	1.00	10.56	367.87		FAIRY 10.7	94	7.02	6.30	12.01	9.17	9.50			
8.38	1.03	3.00	1.13	11.16	378.57		CHATSWORTH O 9.8	56	6.48	6.16	11.45	9.01	9.35			
	1.16	3.13	1.26	11.32 <sup>812</sup>	388.37		CONISTON 14.4	91	6.32	6.02	11.32 <sup>813</sup>	8.47				
	1.36	3.33	1.46	11.52	402.77		FAIRMOUNT 7.5	55	6.11	5.41	11.11	8.26				
	1.47	3.44	1.55	12.04	410.27		RYDAL 12.4	90	6.01	5.31	11.01	8.16				
	2.05	4.00	2.20	12.20	422.67	A	JUNTA O L	Yard	5.45	5.15	10.45	8.00				
A.M.	P.M.	P.M.	A.M.	A.M.					A.M.	P.M.	P.M.	A.M.	A.M.			
Daily ex. Sunday	Daily	Daily	Daily	Daily			45.5		Daily	Daily	Daily	Daily	Daily ex. Sunday			
859	867	829	801	813					828	866	812	802	858			
					468.17		ATLANTA	Yard								

**CLEAR FORK BRANCH**

**OLD LINE**

**SOUTHWARD**

**NORTHWARD**

**SOUTHWARD**

**NORTHWARD**

SECOND CLASS		Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 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. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings 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.	A.M.	P.M.	A.M.	A.M.								
3.01	5.30	206.23	L	TREVILION	A	25	8.45	5.00	286.68	MENTOR	A	11.30	
				3.02						2.20			
3.13	5.44	209.25		ARCO			8.30	4.48	288.88	LOUISVILLE			
				1.41						7.03			
3.20	5.50	210.66		EAGAN			8.24	4.42	295.91	FRIENDSVILLE	16		
				2.1						8.54			
3.30	6.01	212.76	A	CLAIRFIELD	L	8	8.15	4.33	304.45	GREENBACK	11		
										1.10			
									305.55	JENA	L	60	8.00
P.M.	A.M.						A.M.	P.M.				A.M.	
Daily ex. Sunday	Daily ex. Sunday			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			Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	
845	201						202	844				852	

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

**ETOWAH AND COPPERHILL**

**SOUTHWARD** **NORTHWARD**

SECOND CLASS		Distance from Louisville	TIME-TABLE No. 3 Takes effect Sunday, March 14, 1976 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	APALACHIA	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
			7.9			
7.48	9.00	376.57	DUCKTOWN	14	12.10	1.21
			5.5			
8.20	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. 3 Takes effect Sunday, March 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings 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. 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	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	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	21		9.35		
			1.15	439.17	2.8 NELSON	29		9.10		
			1.45	442.67	3.5 BALL GROUND	15	5.30	8.50		
				445.37	2.7 GOBER	13	5.15			
				448.87	3.5 KEITHSBURG	15	5.00			
				454.27	5.4 CANTON	15	4.38			
				459.87	5.6 HOLLY SPRINGS	15	4.21			
				461.97	2.1 TOONIGH	14	4.12			
				465.77	3.8 WOODSTOCK	22	4.04			
				474.17	8.4 WESTOAK	13	3.47			
				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
Middlesboro	All trains	
Cumberland Gap	All trains	
Pennington	Pennington—Pocket Branch trains	
Norton — Yard Office	All trains	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. 859	
Junta	All trains	All trains
Blue Ridge	All trains	
Copperhill	All trains	
Ball Ground	All trains	
Elizabeth	All trains	

Conductors of trains originating at Ball Ground, Blue Ridge and Copperhill must contact dispatcher by hot line, dispatcher line or bell phone when coming on duty to determine if there are any train orders affecting movement of their train.

This must be done before train departs those stations.

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. 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.

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.

No. 835 may assume schedule and leave Blue Ridge without Clearance Form A.

No. 836 may assume schedule and leave Ball Ground without Clearance Form A.

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	Straight Creek
Heidrick (C&M)	Kilsyth — Crooked Fork Branch
C&M Branch — Horse Creek Jct. to end of branch	Dossett — Marlow
Horse Creek Branch	Armona — Maryville
Middlesboro, M.R.R.	
Hagans — Smiley	
Appalachia	
Dorchester Junction	
Norton	
Loyall — Baxter, except within CTC limits	
Harlan	
Evarts — Bailey Creek Spur	
Benham — Lynch	
Stony Fork — Gravity Yard	

**Atlanta Sub-division:**  
 Etowah — except within CTC limits  
 Mile Post KA-352 to end of Calhoun Branch  
 Chatsworth — Joubert  
 Mile Post C-418 — Junta

**Copperhill Sub-division:**  
 Etowah — except within CTC limits  
 Blue Ridge — Murphy Junction  
 Whitestone  
 Between Mile Post KX 424 and Mile KX 425.5  
 Tate  
 Elizabeth — Mile Post KX 373

## Knoxville Sub-division:

Corbin, except within CTC limits  
 Lot — Jellico  
 Arco  
 Holton — Trevilion

## 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. 48 and 49 .....	Hagans and Cumberland Gap
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 (C.V.)
Yingling .....	Pine Mt. Branch
Mile SF-204.8.....	Left Fork Straight Creek Branch
Mile SC-206.....	Right Fork Straight Creek 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
Dfessen .....	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
Mile KA-345.1.....	Calhoun 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 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
Harlan Jct.	South	For Northward main track
Harlan Jct. (Junction of Martins Fork Branch)	North	For Martins Fork Branch
Hagans — Smiley (Top of switchback track on Martin's Fork Branch)	North	For movements to or from Hagans
Cumberland (Junction of Scotia Spur)	Junction	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 Hagans via Middlesboro.....	25	15
Hagans and Norton .....	35	25
Heidrick and MP CQ 205 .....	25	20
MP CQ 205 — End of Branch .....	10	10
Horse Creek Branch.....	10	10
Pine Mt. R. R.—East .....	10	10
Pineville and Viall .....	25	15
Left Fork Straight Creek Branch.....	15	15
Harbell and Loyall and Lynch .....	30	25
Cumberland and Scotia .....	25	15
Harlan Junction and Glenbrook .....	25	25
Closplint and Glenbrook .....	20	20
Yellow Creek Branch .....	25	25
Tom's Creek Branch .....	10	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 .....	10	10
Cato and Crummies .....	10	10
Yocum Creek Branch .....	10	10
Paulsen and Olcott .....	10	10
Olcott and Cairnes .....	10	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 including L&N 41498 through L&N 41504 are restricted to twenty-five (25) miles per hour and must be handled next to caboose.

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 trains of solid piggyback cars is sixty (60) miles per hour, or not to exceed Normal Speed for passenger trains where passenger train speed is less than sixty (60) miles per hour, except on curves where maximum speed for freight trains is less than for passenger trains, the freight train speed must not be exceeded. When slow orders reduce the Normal Speed of passenger trains, piggyback trains must not exceed the reduced speed for freight trains set up in this territory.

Roller bearing hi-cube cars and automobile rack cars may be classified and accepted as piggyback cars to prevent the restricting of speed of piggyback trains, but any other freight equipment handled in these trains must result in the application of maximum allowable speed for freight trains over the territory in which such cars run.

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 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 KW 328.5.

### 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 signal from conductor (after it is known by him that brake pipe pressure gauge in caboose shows required pressure). When radio communications fail, flagman and brakeman will locate themselves on or alongside train so as to be in a position to pass signals.

After starting train out of load track engineer will immediately initiate a service brake pipe reduction of 7-9 lbs., this application to be made before train attains a speed of ten (10) miles per hour. If the initial 7-9 lbs. reduction fails to control train speed, the engineer will immediately place brake valve in emergency position and sound one short blast of the whistle, which will be a signal for conductors valve in caboose to be opened and for hand brakes to be applied by trainmen.

After application of brakes have been made under the foregoing conditions, the conductor after train has been brought to a stop will confer with engineer to ascertain the conditions that made an emergency application and use 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

### 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:

Crummie 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, Ewing 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 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 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
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.

**STATE LAWS**

Georgia State Law reads as follows:

"The engine bell should be turned on at the city limit sign and left on until he clears the city."

This applies to all towns and cities in Georgia.

**CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAINS**

The engine whistle will not be sounded in the town limits at Appalachia, Virginia 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 following ordinance is effective within the limits of the Town of Norton, Virginia:

"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."

Section 222 of the City Code of the City of Chatsworth, Ga. reads as follows:

"No train shall be run within the corporate limits of Chatsworth at a greater speed than 30 miles per hour."

## CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

Williamsburg .....	25 MPH
Knoxville .....	30 MPH
Vonore .....	25 MPH
Ranger, Ga. ....	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.

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.

All trains occupying that portion of Straight Creek Branch, CV Sub-division, between the main track or siding at Pineville and derrails located at entrance on left side, Mile SF-204.8, or on right side, Straight Creek Branch, Mile Post SC-206, must receive verbal authority of train dispatcher at Corbin, Ky. A train receiving this authority has exclusive authority to this portion of Straight Creek Branch unless otherwise instructed or until such train clears this portion of the Straight Creek Branch. When your train clears this portion of the Straight Creek Branch, in either direction, engineer or conductor must report in clear to the train dispatcher and must not re-enter these limits without additional authority of the train dispatcher.

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

"Stop" boards are located at Mile CQ-187.5 to govern southward trains entering the C&M Branch, at Horse Creek Jct. (Mile CQ-208.7) to govern northward trains leaving yard limits, C&M Branch side, and at Horse Creek Jct. (Mile CF-208.7) Horse Creek Branch to govern northward trains leaving Horse Creek Branch.

Southward trains entering the C&M Branch at Heidrick must not pass the "Stop" board located at Mile CQ-187.5 except

on verbal authority of the train dispatcher at Corbin. When southward trains receive authority to enter the C&M Branch, a stop at the "Stop" board will not be required and authority from the train dispatcher to pass "Stop" board at Mile CQ-187.5 gives that train exclusive authority, in a southward direction, to the C&M Branch between the "Stop" boards located at Mile CQ-187.5 and Horse Creek Jct.

When a southward train clears the limits between the "Stop" boards it must immediately be reported to the train dispatcher at Corbin and train must not re-enter these limits without additional authority of train dispatcher.

Northward trains from Horse Creek Branch and C&M Branch, south of Horse Creek Jct., must not pass their respective "Stop" board located at Horse Creek Jct. except on verbal authority of train dispatcher at Corbin. When northward Horse Creek Branch or C&M Branch trains receive authority to pass their respective "Stop" board at Horse Creek Jct., a stop at the "Stop" board will not be required and this authority gives that train exclusive authority on the C&M Branch between all "Stop" boards, in a northward direction.

When northward train clears the limits between all "Stop" boards, it must immediately be reported to the train dispatcher at Corbin and train must not re-enter those limits except upon additional authority of train dispatcher.

All trains within the limits between "Stop" boards at Mile CQ-187.5 and Horse Creek Jct. must provide flag protection against following trains as provided for in Rule 99 unless relieved of this responsibility by train dispatcher.

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.

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

L&N trains may be operated over the Southern Railway, Oliver Springs to Harriman, with four (4) six-axle units operating on the head end of train.

On return movement, Harriman to Oliver Springs, no more than three (3) units may be operating.

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, Sa-

voy 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 Post 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 Post 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 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 must not be handled on the Old Line between Jena and Mentor.

All northward trains enroute Etowah from Patty will call Etowah yardmaster for instructions before passing new crossover located approximately 2,000 ft. north of Mile Post C-337.

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

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.

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

Bailey Spur Track  
 Barbourville — 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  
 Molus Spur  
 Wallins Spur  
 Banner Fork Branch  
 Wilhoit House Track  
 Baxter House Track

### POOR FORK

Gaynor — Beyond clearance point  
 Gatun Scrap Track  
 Nolansburg Mine Track  
 Pine Mountain #2 — Both ends  
 Dione House Track  
 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  
 Evarts Yard — Beyond clearance point all tracks  
 Baileys Creek Spur  
 Evarts Wye Track  
 Seagrave Spur (Hilo) south of unit loading tipple and House Track  
 Louellen Runaround Track  
 Glenbrook Runaround Track

### MARTINS FORK

Harlan — #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 — Crummies Creek, south of unit loading tipple at Karen  
 Smith Mine Track  
 Smiley — Storage Track, beyond clearance point.

### HAGANS TO NORTON

Hubbard Springs — House Track  
 Pennington — P&P Wholesale  
   — Old Engine Track  
   — Oil Spur  
 Pennington Branch — Beyond Bridge No. 1  
 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 aspect. The white aspect 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 55 ft. Cars	Switch
Grays, Ky. ....	CV 177.3	13	Both ends
Artemus, Ky. ....	CV 191.6	10	South
Four Mile, Ky. ....	CV 199.2	8	North
Wallsend, Ky. ....	CV 201.3	Yard	Both ends
Page, Ky. ....	WB 208.3	Yard	Both ends
Miracle, Ky. ....	WB 215.5	11	South
Crosby, Ky. ....	WB 218.7	45	Both ends
Molus, Ky. ....	WB 266.5	7	North
Wallins, Ky. ....	WB 231.8	10	South
Cochran, Va. ....	CV 243.6	33	Both ends
Dryden, Va. ....	CV 264.9	20	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	North
Joubert, Ga. ....	C 376	8	North
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	South
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
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

### E. D. BROCK

Terminal Trainmaster  
Corbin, Ky.

### O. V. HART

Trainmaster  
Corbin, Ky.

### J. WILLIAMS

Trainmaster  
Loyall, Ky.

### O. R. BRAGG

Trainmaster  
Knoxville, Tenn.

### T. L. JOHNSON

Trainmaster  
Knoxville, Tenn.

### J. B. GILBERT

Trainmaster  
Etowah, Tenn.

### L. D. ARNOLD

Asst. Trainmaster  
Corbin, Ky.

### G. D. GOINS

Asst. Trainmaster  
Corbin, Ky.

### J. HERINGER

Asst. Trainmaster - Agent  
Corbin, Ky.

### H. L. HARMON

Road Foreman of Engines  
Corbin, Ky.

### M. E. ELLIOTT

Road Foreman of Engines  
Etowah, Tenn.

### J. B. JONES

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

### J. B. CHADWELL

Chief Dispatcher  
Cumberland Valley  
Sub-division  
Corbin, Ky.

## 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. 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. Luis J. Ordonez ..... Etowah, Tenn.  
Dr. T. W. Williams ..... 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. GP-7 (388-495), GP-9 (501-545), GP-18 (900-904), C-418 (910-914).

Column 2. GP-30 (1000-1060), GP-35 (1100-1128), C-420 (1300-1335), RS-20 (1350), U-25B (1600-1626), U-28B (2500-2502), U-30B (2503-2509), U-23B (2700-2824), GP-40 (3000-3029), GP-38 (4000-4049), GP-38-2 (4050-4144), SD-38-2 (4500-4504).

Column 3. SD-35 (1200-1220), SDP-35 (1221-1224), SD-40 (1225-1258), SD-40-2 (1259-1278 and 3554-3583), C-628 (1400-1414), C-630 (1425-1432), U-25C (1500-1527, 1529, 1530 and 1532), U-28C (1528, 1531 and 1533), U-30C (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 —	132 tons

