

LOUISVILLE & NASHVILLE RAILROAD COMPANY

KNOXVILLE AND ATLANTA DIVISION

TIME TABLE No.

26

TAKES EFFECT

SUNDAY, APRIL 11, 1943

AT 11:59 P. M., CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

W. E. SMITH,
Vice President and
General Manager

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

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

J. G. METCALFE,
Superintendent of
Transportation

N. H. LOCKNEY,
Superintendent

INDEX

Page

CORBIN-KNOXVILLE:

Schedules—Main Line.....	2,3
Pine Mountain	9
Lot-Jellico Schedules.....	4
Clear Fork Schedules.....	4
Cow Creek	5
Special Instructions.....	1 and 10 to 14

KNOXVILLE-ETOWAH:

Schedules—Main Line.....	4,5
Old Line Schedules.....	9
A. & T. Schedules.....	9
Maryville Schedules.....	9
Special Instructions	1 and 10 to 14

ETOWAH-JUNTA:

Schedules.....	6,7
Special Instructions.....	1 and 10 to 14

SOUTH ETOWAH-MARIETTA:

Schedules—Main Line.....	8
Murphy Branch Schedules.....	9
Special Instructions.....	1 and 10 to 14

SURGEONS AND OCULISTS.....	14
----------------------------	----

MAP.....	18
----------	----

**SAFETY or SORROW
WHICH TOMORROW?**

SPECIAL INSTRUCTIONS

SUBDIVISIONS

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

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

DOUBLE TRACK TERRITORY

None.

AUTOMATIC BLOCK SIGNALS

Automatic block signals are in operation between Corbin and Junta.

The normal position of all inside switches of cross-overs in Automatic Block territory is for side track movement.

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

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

AUTOMATIC TRAIN CONTROL

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

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

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

SPRING SWITCHES AT SIDINGS

Location	End Connected	Normal Position
Savoy.....	Both	For main track
Saxton.....	North	For main track
Holton.....	North	For main track
LaFollette.....	North	For main track
Vaspar.....	Both	For main track
Lake City.....	Both	For main track
Dossett.....	South	For main track
Edgemoor.....	South	For main track
Solway.....	South	For main track
Byington.....	South	For main track
Croydon.....	North	For main track
West Knoxville Track 7.....	North	For main track
Madisonville.....	South	For main track
Benton.....	South	For main track
Ocoee.....	South	For main track
Fairmount.....	South	For main track
Bolivar.....	South	For main track

Do not use sand over Spring Switches.

When a signal governing over a facing point spring switch displays a Stop or a Stop and Proceed indication, the switch must be inspected and known to be in safe condition before train is permitted to pass over it.

STANDARD CLOCKS

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

YARD LIMITS

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

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

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

BULLETIN BOARDS

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

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

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES in miles per hour

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

Backing over Dixie Highway Jellico Branch.....10

Engines run backwards on Branches and A D Old Line.....15

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

J-3, J-4.....50

J-1, J-1a, J-2, J-2a.....45

H-25, H-25a, H-25b, H-27, H-27a, H-27b.....40

H-28, H-28a, H-29, H-29a.....35

All other freight engines.....35

Over railroad crossing at Willoughby interlocker.....30

Through turnouts and cross-overs.....15

Through junction switch and south switch of siding, at Junta.....6

Through switch north end of "Y", West Knoxville.....10

Over railroad crossing at Englewood.....30

Between east "Y" switch at West Knoxville and K. & A. interlocking, run at restricted speed.

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

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

Through Dale Avenue.....6

Between switches at Greenback.....25

Between Oliver Springs and Wind Rock.....15

Approaching Dixie Highway crossing at Elizabeth.....10

Rule 98 will apply at all three "Y" switches at Murphy Junction.

City ordinances restrict speed of train as follows:

Williamsburg.....25 miles per hour

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

CORBIN AND KNOXVILLE—SOUTHWARD

THIRD CLASS					SECOND CLASS					FIRST CLASS			Distance from Corbin	TIME TABLE	
65	191	19	611	5	45	55	53	51	43		29	33	17	No. 26	
Local Freight	Local Freight	Local Freight	Sou. Ry. Freight	Local Freight	Freight	Freight	Freight	Freight	Freight		Mail	Southland	Flamingo	Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.	
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	STATIONS	
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.		P. M.	A. M.	A. M.		
											2.40	11.43	12.15	L	CORBIN N
		4.00			5.05	4.10	8.10	12.10	12.05		s 2.48	11.50	12.22	3.03	WOODBINE NE
		4.07			5.10	4.15	8.17	12.15	12.10		f 2.54	11.54	12.26	3.73	FABER E
		4.14			5.16	4.20	8.23	12.20	12.15		s 3.00	11.59	12.31	3.36	ROCKHOLD E
		4.21			5.21	4.28 ³²	8.29	12.25	12.20		f 3.06	12.03	12.35	3.38	WOFFORD E
		4.35 ⁵⁰			5.26	4.37	8.33	12.29	12.24		3.09	12.06	12.38	2.29	WATTS CREEK E
		5.00			5.29	4.41	8.36	12.31	12.26		s 3.16 ⁵⁴	12.08	12.45	1.66	WILLIAMSBURG NC E
		5.35 } 10.15 }			5.33	4.45	8.40 ³³	12.34	12.29		s 3.22	12.11	12.48	1.53	SAVOY NC E
		10.25			5.39	4.53	8.51	12.40	12.34		f 3.29	12.15	12.52	3.38	PLEASANT VIEW E
		10.30			5.41	4.56	8.53	12.42	12.36		f 3.31	12.17	12.54	1.00	JONES E
		10.48 ⁵⁸			5.46	5.01	9.04	12.46	12.40		s 3.38	12.21	12.58	2.94	SAXTON E
	12.35	11.00	6.50		5.50	5.05	9.09	12.50	12.44		3.43 } s 4.04 ⁵²	12.25	1.02	3.79	LOT E
	12.40		6.55		5.53	5.08	9.12	12.52	12.46		f 4.08	12.27	1.04	1.47	HIGH CLIFF E
	12.49		7.04		6.00	5.15	9.19	12.59	12.53		f 4.15	12.32	1.09	3.17	HOLTON NE
	12.55				6.04	5.20	9.23	1.11 ¹⁷	12.56		s 4.19	12.34	1.11 ⁵¹	1.20	MORLEY E
	1.10			6.30	6.25 ⁴²	5.42	9.38	1.30	1.17 ¹⁷		s 4.28	12.40	1.17 ⁴³	3.52	CHASKA NE
				6.40	6.32	5.49	9.44	1.37	1.24		f 4.34	12.45	1.22	2.51	HABERSHAM E
				6.48	6.37	5.54	9.49	1.42 ¹⁸	1.29		f 4.39	12.48	1.25	1.76	COTULA E
				7.09 ³⁰	6.48	6.02 ⁴²	9.57 ⁵⁸	1.52	1.37 ¹⁸		f 4.47	12.54	1.30	2.83	DUFF NE
				7.21	6.52	6.06	10.02	1.56	1.44		f 4.50	12.58	1.33 ¹⁸	1.76	KILSYTH E
				7.43	7.02	6.17	10.13	2.06	1.54		s 5.00	1.05	1.46	4.43	LAFOLLETTE NE
				8.00	7.09	6.23	10.19	2.12	2.00		s 5.08	1.11	1.52	4.63	JACKSBORO E
				8.10	7.14	6.29	10.33 ⁵	2.25 ⁵⁶	2.08		f 5.13	1.15	1.56	3.69	VASPER E
				8.20	7.22	6.37	10.42	2.35	2.16 ⁵⁰		s 5.23 ⁴²	1.22 ⁵⁴	2.03	5.26	LAKE CITY NE
				8.28	7.26	6.41	10.47	2.40	2.20		f 5.27	1.25	2.07 ⁵⁵	3.06	MEDFORD E
				8.38	7.31	6.46	10.53	2.45	2.24		f 5.33	1.29	2.11	3.28	GRANITE E
3.05				8.51 ⁵⁸	7.39	6.55	11.04	3.01	2.32		s 5.43	1.36	2.18	6.20	DOSSETT NE
3.11					7.43	6.59	11.09	3.07	2.36		f 5.50	1.40	2.22	2.84	KIRKSTALL E
3.15					7.46	7.06	11.12	3.10	2.39		f 5.54	1.43	2.25	2.02	EDGEMOOR E
3.22					7.52	7.15	11.19	3.16	2.45		f 6.00	1.47	2.30	3.96	SOLWAY E
3.33					8.01 ⁵²	7.24	11.27	3.22	2.51		f 6.07	1.52	2.35	4.06	BYINGTON NE
3.37					8.06	7.29	11.32	3.27	2.55		f 6.12	1.55	2.38	2.16	MEADOWBROOK E
3.42					8.12	7.34	11.37	3.33	2.59		f 6.17	1.59	2.42	2.91	AMHERST E
3.50					8.19	7.41 ⁵²	11.44	3.40	3.05		f 6.24	2.04	2.47	3.97	CROYDON E
4.01 ⁴⁷					8.35	7.50	11.59	3.50	3.14		s 6.35	2.10 ⁵²	2.54	3.33	WEST KNOXVILLE NE
											7.00	2.30	3.15	1.53	KNOXVILLE NE
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.		P. M.	P. M.	A. M.		
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily		
65	191	19	611	5	45	55	53	51	43		29	33	17		

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

KNOXVILLE AND CORBIN—NORTHWARD

TIME TABLE No. 26 Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.		Car Capacity of Passenger Bridges based on 44 feet per car.	FIRST CLASS				SECOND CLASS										THIRD CLASS	
			30	32	18		56		44	58	60	6	54	42	52		20	612
			Mail	Southland	Flamingo		Freight		Freight	Freight	Local Freight	Local Freight	Freight	Freight	Freight		Local Freight	Sou. Ry. Freight
			Daily	Daily	Daily		Daily		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily		Daily ex. Sunday	Daily ex. Sunday
STATIONS			A. M.	P. M.	A. M.		A. M.		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.
CORBIN	N Yard		9.30	5.00	3.25		5.20		9.15	11.35			4.00	8.00	10.55		10.30	
WOODBINE	N E	133	9.16	4.42	3.00		5.12		7.05	11.30			3.45	7.45	10.40		10.25	
FABER	E	70	9.09	4.37	2.52		5.02		6.57	11.24			3.38	7.38	10.33		10.15	
ROCKHOLD	E	25	9.02	4.32	2.45		4.53		6.50	11.17			3.31	7.30	10.26		10.05	
WOFFORD	E	70	8.55	4.28 ⁵⁵	2.39		4.42		6.45	11.12			3.26	7.25	10.21		9.55	
WATTS CREEK	E	63	8.50	4.25	2.35		4.35 ¹⁰		6.41	11.08			3.22	7.20	10.17		9.45	
WILLIAMSBURG	NCE	70	8.47	4.22	2.29		4.30		6.39	11.05			3.16 ²⁰	7.18	10.14		9.40	
SAVOY	NCE	114	8.40 ²⁰	4.19	2.22		4.26		6.35 ²⁰	11.01			3.06	7.14	10.10		9.30 ⁴⁴ 6.35 ⁴⁴	
PLEASANT VIEW	E	80	8.31	4.14	2.17		4.16		6.30	10.55			3.01	7.07	10.05		6.28	
JONES	E	28	8.28	4.12	2.15		4.13		6.28	10.53			2.58	7.04	10.03		6.23	
SAXTON	E	69	8.21	4.08	2.11		4.02		6.24	10.48 ¹⁰			2.54	6.59	9.59		6.15	
LOT	E		8.15 ¹⁰ 7.52 ¹⁰	4.04 ²⁰	2.07		3.50		6.20	10.43			2.49	6.50	9.55		6.05	11.25
HIGH CLIFF	E	34	7.49	4.02	2.05		3.43		6.18	10.41			2.45	6.48	9.53		6.00	11.20
HOLTON	N E	54	7.42	3.55	1.59		3.26		6.11	10.33			2.36	6.40	9.46		5.50	11.10
MORLEY	E	67	7.38	3.53	1.57		3.23		6.07	10.29			2.32	6.35	9.42		5.45	
CHASKA	N E	75	7.30	3.46	1.51		3.16		6.00	10.20		12.15	2.22	6.25 ⁴⁵	9.35		5.30	
HABERSHAM	E	58	7.23	3.41	1.46		3.10		5.50	10.10		12.00	2.11	6.15	9.25			
COTULA	E	70	7.17	3.37	1.42 ³¹		3.05		5.45	10.05		11.40	2.06	6.10	9.20			
DUFF	N E	71	7.09 ⁵	3.32	1.37 ⁴³		2.57		5.37	9.57 ⁵³		11.30	1.58	6.02 ⁵⁵	9.12			
KILSYTH	E	82	7.04	3.28	1.33 ¹⁷		2.52		5.32	9.51		11.17	1.53	5.54	9.07			
LAFOLLETTE	N E	88	6.55	3.19	1.22		2.42		5.21	9.40		11.02	1.42	5.44	8.57			
JACKSBORO	E	72	6.43	3.13	1.14		2.36		5.15	9.31		10.45	1.36	5.39	8.51			
VASPER	E	72	6.36	3.08	1.09		2.25 ³¹		5.10	9.25		10.33 ⁵³	1.31	5.34	8.46			
LAKE CITY	N E	83	6.28	3.00	1.01		2.16 ⁴³		4.59	9.10		10.18	1.22 ²³	5.23 ²⁵	8.35			
MEDFORD	E	73	6.19	2.57	12.58		2.07 ¹⁷		4.55	9.05		10.11	1.14	5.04	8.31			
GRANITE	E	71	6.15	2.53	12.54		1.50		4.51	9.00		10.03	1.10	4.59	8.27			
DOSSETT	N E	57	6.06	2.45	12.46		1.35		4.43	8.51 ⁵	9.25	9.50	1.00	4.49	8.19			
KIRKSTALL	E	42	5.58	2.41	12.42		1.25		4.39	8.46	9.15		12.54	4.42	8.15			
EDGEWOOD	E	70	5.56	2.38	12.39		1.15		4.36	8.43	9.08		12.51	4.39	8.12			
SOLWAY	E	68	5.50	2.34	12.35		1.05		4.30	8.37	8.58		12.45	4.33	8.07			
BYINGTON	N E	79	5.44	2.29	12.30		12.55		4.24	8.29	8.45		12.39	4.27	8.01 ⁴⁵			
MEADOWBROOK	E	68	5.39	2.26	12.27		12.45		4.21	8.25	8.39		12.35	4.23	7.55			
AMHERST	E	78	5.34	2.23	12.24		12.40		4.17	8.20	8.30		12.30	4.19	7.50			
CROYDON	E	60	5.26	2.15	12.16		12.30		4.10	8.12	8.20		12.20	4.11	7.41 ⁵⁵			
WEST KNOXVILLE	N E Yard		5.20	2.10 ³¹	12.11		12.20		4.00	8.01	8.10		12.10	4.01 ⁵⁵	7.30			
L KNOXVILLE	N E Yard		5.10	2.00	12.05													
			A. M.	P. M.	A. M.		A. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		A. M.	A. M.
			Daily	Daily	Daily		Daily		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily		Daily ex. Sunday	Daily ex. Sunday
			30	32	18		56		44	58	60	6	54	42	52		20	612

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

KNOXVILLE AND ETOWAH—SOUTHWARD

THIRD CLASS		SECOND CLASS						FIRST CLASS						Distance from Knoxville	TIME TABLE		
	305	45	51		57	81	43	55				33	1		17	No. 26	
	Mixed	Freight	Freight		Freight	Local Freight	Freight	Freight				Southland	Passenger		Flamingo	Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.	
	Daily ex. Sunday	Daily	Daily		Daily	Daily ex. Sunday	Daily	Daily				Daily	Daily		Daily		
	A. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.				P. M.	A. M.	A. M.	STATIONS		
												2.40	8.00	3.30		L KNOXVILLE N E	
															1.29		
		8.50	5.05		9.05	8.15	3.20	1.05				2.45	8.05	3.36	1.29	WEST KNOXVILLE N E	
		8.54	5.10		9.10	8.19	3.25	1.12				2.48	f 8.09	3.39	3.16	KINGSLEY E	
		8.58	5.15		9.15	8.23	3.30	1.17				2.51	f 8.13	3.42 44	5.61	WELWYN E	
		9.04	5.23 56		9.23 57	8.28	3.36 44	1.25 58				2.56	f 8.18	3.47	9.06	SINGLETON E	
		9.09	5.29		9.31	8.34	3.40	1.34				2.59	s 8.26	3.50	12.18	MENTOR N E	
		9.12	5.32		9.37	8.39	3.43	1.39				3.02	Via Old Line	3.53	14.46	ARMONA E	
		9.16	5.37		9.44		3.47	1.47				3.06			3.57	17.47	ALNWICK E
		9.22	5.43		9.53		4.01 17	1.57				3.10			4.01 43	21.39	BINFIELD E
		9.30	5.53		10.05		4.10	2.09				3.16	s 9.10	4.07	27.41	JENA N E	
		9.36	6.08		10.15		4.15	2.19				3.20	f 9.16	4.11	31.54	McGHEE E	
		9.39	6.13		10.20		4.18	2.25				3.23	s 9.20	4.14	33.82	VONORE NC E	
		9.46	6.23		10.30		4.25	2.35				3.28 42	f 9.27	4.19	38.61	FAGIN E	
		9.52	6.32		10.38		4.30	2.46 46				3.33	s 9.34	4.24	42.43	MADISONVILLE NC E	
		9.58	6.42		10.48		4.36	2.57				3.38	f 9.40	4.29	47.08	GUDGER E	
	11.30	10.06	6.52		10.58		4.42	3.10				3.43	s 9.48	4.34	52.03	ENGLEWOOD N E	
	11.43	10.14	7.00		11.05		4.48	3.20				3.48	f 9.56	4.39	56.14	ADDISON E	
	12.01	10.25 18	7.20		11.20		5.00	3.35				4.00 35	10.05	4.55	59.87	ETOWAH N E	
	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.				P. M.	A. M.	A. M.			
	Daily ex. Sunday	Daily	Daily		Daily	Daily ex. Sunday	Daily	Daily				Daily	Daily	Daily			
	305	45	51		57	81	43	55				33	1	17			

Southward				JELLICO BRANCH				Northward			
THIRD CLASS		SECOND CLASS		TIME TABLE No. 26 Takes effect Sunday, April 11, 1943, at 11.59 P. M. Central Standard Time.		FIRST CLASS		SECOND CLASS		THIRD CLASS	
	191 611	291	301			300	290	190	612		
	Local Freight	Sec. Ry. Freight	Mail	Mail		Mail	Mail	Local Freight	Sec. Ry. Freight		
	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday		
	P. M.	A. M.	P. M.	A. M.	STATIONS		A. M.	P. M.	A. M.	A. M.	
	12.05	6.40	3.55	8.03	L	JELLICO	NC	8.00	3.51	11.10	11.40
	12.20	6.50	4.04	8.15		3.32 LOT	EL	7.52	3.43	11.00	11.25
	P. M.	A. M.	P. M.	A. M.				A. M.	P. M.	A. M.	A. M.
	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily				Daily	Daily	Daily ex. Sunday	Daily ex. Sunday
	191 611	291	301					300	290	190	612

Southward		CLEAR FORK BRANCH		Northward	
Third Class		Distance from Hoboken	TIME TABLE	Car Capacity of Hoisting Sidings based on 44 feet per car.	Third Class
611			No. 26		612
Sou. Ry. Freight			Takes effect Sunday, April 11, 1943, at 11:59 P. M.		Sou. Ry. Freight
Daily ex. Sunday			Central Standard Time.		Daily ex. Sunday
A. M.			STATIONS		A. M.
7.15			L HOLTON NE 54		11.05
7.50	4.2		^{4.2} ANTHRAS E		10.45
7.55	4.7		^{0.5} EAGAN		10.40
8.15	6.8		^{2.1} CLAIRFIELD NC E 10		10.30
	10.5		^{3.7} KIDWELL 32		
	10.9		^{0.4} PRUDEN DE		
	12.4		^{1.5} FONDE E L 39		
A. M.					A. M.
Daily ex. Sunday					Daily ex. Sunday
611					612

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

ETOWAH AND KNOXVILLE—NORTHWARD

TIME TABLE No. 26 Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.		FIRST CLASS						SECOND CLASS							
		32	4	18				58	44	302	52	86	42	56	
		Southland	Passenger	Flamingo				Freight	Freight	Mixed	Freight	Local Freight	Freight	Freight	
		Daily	Daily	Daily				Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	
STATIONS		P. M.	P. M.	P. M.				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
KNOXVILLE N E	Yard	1.50	3.50	11.50											
1.29															
WEST KNOXVILLE N E	Yard	1.32	3.42	11.32				1.50	3.55		9.40	2.05	4.25	5.40	
1.87															
KINGSLEY E	42	1.29	f 3.37	11.29				1.38	3.48		9.33	1.50	4.17	5.33	
2.45															
WELWYN E	70	1.26	f 3.32	11.26				1.33	3.42 17		9.29	1.54	4.12	5.29	
3.45															
SINGLETON E	75	1.21	f 3.26	11.21				1.25 19	3.36 43		9.23 57	1.49	4.07	5.23 51	
3.12															
MENTOR N E	81	1.17	s 3.20	11.17				1.13	3.26		9.12	1.45	4.03	5.11	
2.38															
ARMONA E	37	1.15	Via Old Line	11.15				1.10	3.23		9.09	1.40	4.00	5.08	
3.01															
ALNWICK E	71	1.12		11.12				1.06	3.19		9.05		3.56	5.04	
3.92															
BINFIELD E	76	1.08		11.08				1.01	3.14		8.56		3.51	4.59	
6.02															
JENA N E	75	1.02	s 2.34	11.02				12.53	3.06		8.46		3.43	4.51	
4.13															
McGHEE E	71	12.58	f 2.26	10.58				12.47	3.00		8.40		3.37	4.45	
2.28															
VONORE N C E	74	12.56	s 2.23	10.56				12.44	2.57		8.37		3.34	4.42	
4.79															
FAGIN E	70	12.51	f 2.16	10.51				12.37	2.51		8.30		3.28 33	4.36	
3.82															
MADISONVILLE N C E	71	12.47	s 2.10	10.47				12.32	2.46 39		8.25		3.19	4.31	
4.65															
GUDGER E	66	12.42	f 2.03	10.42				12.25	2.39		8.18		3.12	4.24	
4.95															
ENGLEWOOD N E	69	12.37	s 1.55	10.37				12.17	2.32	s 7.25	8.11		3.05	4.17	
4.11															
ADDISON E	71	12.32	f 1.48	10.32				12.11	2.26	f 7.12	8.05		2.58	4.11	
3.73															
L ETOWAH N E	Yard	12.25	1.41	10.25 45				12.01	2.20	s 7.00	7.55		2.50	4.01 35	
		P. M.	P. M.	P. M.				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
		Daily	Daily	Daily				Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	
		32	4	18				58	44	302	52	86	42	56	

Southward

COW CREEK BRANCH

Northward

	Distance from Dinwiddie	STATIONS		Car Capacity of Passenger Stations based on 44 feet per car.	
		L	DOSSETT	N	57
	4.56		BATLEY	E	28
	7.41		ALLINGHAM		
	8.81		OLIVER SPRINGS	E	14 Wye
	11.72		KHOTAN		Wye
	12.38		WIND ROCK	L	

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

ETOWAH AND JUNTA—SOUTHWARD

SECOND CLASS									FIRST CLASS						Distance from Etowah	TIME TABLE		
																No. 26		
																Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.		
																STATIONS		
			45	51	53	7	43	55				33	1	17				
			Freight	Freight	Freight	Mixed	Freight	Freight				Southland	Passenger	Flamingo				
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily				Daily	Daily	Daily				
			P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				P. M.	A. M.	A. M.				
			11.15	3.50	7.55	6.00	5.10	12.01				4.10	10.12	5.05		L	ETOWAH N E	
			11.20	3.55	8.01	6.02	5.15	12.04				4.12	10.15	5.07	0.8		SOUTH ETOWAH E	
			11.30	4.01	8.08	6.09	5.25	12.11				4.17		5.12	5.3		DELANO E	
			11.37	4.09	8.15	6.16	5.33	12.18 ⁴⁴				4.22		5.17	10.3		PATTY E	
			11.42	4.14	8.20	6.21	5.38	12.23				4.26		5.21	13.9		BENTON N C E	
			11.51	4.21	8.27	6.29	5.45	12.30				4.31		5.26	18.9		OCOEE N E	
			11.58 ⁴⁴	4.28	8.33	6.36	5.51	12.36				4.36		5.31	23.1		OLD FORT E	
			12.06	4.36	8.40	6.44	5.58	12.43				4.41		5.36	28.5		TENNGA N C E	
			12.14	4.46 ³³	8.47	6.52	6.05	12.50				4.46 ³¹		5.41	33.5		FAIRY E	
			12.19	4.53	8.52	6.57	6.15	12.55				4.50		5.45	37.1		CRANDALL E	
			12.24	4.58	8.56	7.01	6.20	12.59				4.53		5.48	40.2		ETON N C E	
			12.30	5.04	9.01	7.07	6.26	1.04				4.57		5.54	44.2		CHATSWORTH N E	
			12.44	5.15	9.13	7.15	6.33	1.15				5.03		6.00	49.6		RAMHURST E	
			12.50	5.21	9.19	7.22	6.40	1.21				5.08		6.05	54.0		CONISTON E	
			12.58	5.31	9.26	7.30	6.47	1.28				5.13		6.10	59.3		OAKMAN E	
			1.05	5.37	9.32	7.38	6.53	1.34				5.18		6.15	63.9		RANGER N C E	
			1.11	5.43	9.38	7.46	6.59	1.40				5.22		6.19	68.4		FAIRMOUNT N E	
			1.17	5.49	9.44	7.54	7.05	1.46				5.27		6.24	72.8		BOLIVAR E	
			1.23	5.54	9.49	8.00	7.10	1.51				5.32		6.29	75.9		RYDAL E	
			1.29	5.59	9.54	8.05	7.15	1.57				5.37		6.33	79.7		WHITE N C E	
			1.36	6.06	10.04	8.12	7.21	2.04				5.43		6.38	85.1		WYVERN E	
			1.40	6.20 ⁵⁰	10.15 ⁵⁴	8.15	7.25	2.20 ⁵²				5.46		6.41	87.7		NORTH YARD E	
			1.50	6.30	10.20	8.25	7.40	2.30				5.55		6.50	88.3		JUNTA N	
			A. M.	P. M.	A. M.	A. M.	A. M.	A. M.				P. M.	A. M.	A. M.				
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily				Daily	Daily	Daily			47.8	
			45	51	53	7	43	55				33	1	17				
												7.25PM	4.30PM	8.20AM	136.1		ATLANTA	

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

JUNTA AND ETOWAH—NORTHWARD

TIME TABLE No. 26 Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.		Our Capacity of Passenger Seating based on 44 feet per car.	FIRST CLASS						SECOND CLASS					
			32	4	18				52	54	8	42	56	44
			Southland	Passenger	Flamingo				Freight	Freight	Mixed	Freight	Freight	Freight
			Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily
STATIONS			P. M.	P. M.	P. M.				A. M.	P. M.	P. M.	P. M.	P. M.	A. M.
ETOWAH	N E	27	12.15	1.33	10.15				4.30	12.30	1.10	2.30	8.30	12.40
^{0.8} SOUTH ETOWAH	E Yard		12.08	1.28	10.08				4.25	12.24	1.04	2.26	8.25	12.32
^{4.5} DELANO	E	71	12.03		10.03				4.14	12.17	12.58	2.20	8.14	12.25
^{5.0} PATTY	E	70	11.58		9.58				4.07	12.11	12.50	2.13	8.07	12.18 ⁵⁵
^{3.6} BENTON	NCE	71	11.54		9.54				4.02	12.05	12.45	2.08	8.02	12.12
^{5.0} OCOEE	N E	70	11.49		9.49				3.55	11.58	12.38	2.01	7.55	12.05
^{4.2} OLD FORT	E	70	11.44		9.44				3.49	11.52	12.32	1.55	7.49	11.58 ⁴⁵
^{5.4} TENNGA	NCE	71	11.39		9.39				3.42	11.45	12.25	1.47	7.42	11.42
^{5.0} FAIRY	E	73	11.34 ⁵⁴		9.34				3.35	11.34 ⁵¹	12.18	1.40	7.35	11.35
^{3.6} CRANDALL	E	52	11.30		9.30				3.30	11.24	12.13	1.35	7.30	11.30
^{3.1} ETON	NCE	73	11.27		9.27				3.25	11.20	12.08	1.30	7.25	11.25
^{4.0} CHATSWORTH	N E	71	11.23		9.23				3.20	11.15	12.03	1.25	7.20	11.20
^{5.4} RAMHURST	E	71	11.17		9.17				3.13	11.08	11.54	1.17	7.13	11.12
^{4.4} CONISTON	E	73	11.13		9.13				3.07	11.02	11.44	1.11	7.07	11.05
^{5.3} OAKMAN	E	62	11.07		9.07				3.00	10.55	11.37	1.04	7.00	10.57
^{4.6} RANGER	NCE	70	11.03		9.03				2.54	10.48	11.31	12.58	6.54	10.50
^{4.5} FAIRMOUNT	N E	70	10.58		8.58				2.48	10.42	11.25	12.52	6.48	10.44
^{4.4} BOLIVAR	E	71	10.54		8.54				2.42	10.36	11.10	12.46	6.42	10.38
^{3.1} RYDAL	E	71	10.51		8.51				2.38	10.31	11.14	12.42	6.38	10.33
^{3.8} WHITE	NCE	70	10.46		8.46				2.33	10.26	11.07	12.37	6.33	10.27
^{5.4} WYVERN	E	70	10.40		8.40				2.26	10.19	10.55	12.30	6.26	10.20
^{2.6} NORTH YARD	E Yard		10.35		8.35				2.20 ⁵⁵	10.15 ⁵¹	10.50	12.25	6.20 ⁵¹	10.15
^{0.6} L JUNTA	N		10.30		8.30				2.10	10.10	10.40	12.15	6.10	10.00
			A. M.	P. M.	P. M.				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
47.8			Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily
			32	4	18				52	54	8	42	56	44
ATLANTA			9.00AM	7.15AM	7.00PM									

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

Southward SOUTH ETOWAH AND BLUE RIDGE Northward

SECOND CLASS		First Class	Distance from Etowah	TIME TABLE		Car Capacity of Passenger Seating based on 44 feet per car	First Class		SECOND CLASS	
109	13	1		No. 26			4	14	110	
Mixed	Local Freight	Passenger		Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time			Passenger	Local Freight	Mixed	
Daily ex. Sunday	Daily ex. Sunday	Daily		STATIONS			Daily	Daily ex. Sunday	Daily ex. Sunday	
A. M.	A. M.	A. M.				P. M.	P. M.	P. M.		
	6.00	10.15		L SOUTH ETOWAH	Yd.	1.28	4.05			
	6.12	10.22	5.0	4.2 WETMORE E	19	1.21	3.48			
	6.20	10.27	8.3	3.3 OSWALD DOME E	21	1.16	3.33			
	6.26	10.32	11.0	3.7 RELIANCE E	7	1.12	3.25			
	6.32	10.37	13.3	2.3 HIWASSEE E	55	1.07	3.15			
	6.49	10.53	20.6	7.3 McFARLAND E	26	1.02	2.50			
	7.05	11.06	25.7	5.1 APALACHIA E	51	1.02	2.30			
	7.25	11.24	31.7	6.0 FARNER NC E	18	1.02	1.46			
	7.35	11.30	34.3	2.6 TURTLETOWN E	30	1.02	1.21			
	7.45	11.38	37.9	3.6 HARBUCK	16	1.02	1.05			
	8.00	11.48	42.2	4.3 DUCKTOWN NC	23	1.02	12.50			
	8.10	11.55	45.8	3.6 McHARG	18	11.55	12.40			
	9.00	12.05	47.7	1.9 COPPERHILL NE	Yd.	11.51	12.05			
	9.15	12.13	51.2	3.5 KYLE E	14	11.40	11.52			
	9.25	12.19	54.2	3.0 GALLOWAY E		11.33	11.46			
	9.30	12.22	55.6	1.4 CURTIS	18	11.29	11.43			
10.38	9.45	12.29	59.5	3.9 MURPHY JCT. E	18	11.20	11.35	12.45		
10.45	10.00	12.39	61.1	1.6 BLUE RIDGE NC L E	14	11.15	11.25	12.40		
A. M.	A. M.	P. M.				A. M.	A. M.	P. M.		
Daily ex. Sunday	Daily ex. Sunday	Daily				Daily	Daily ex. Sunday	Daily ex. Sunday		
109	13	1				4	14	110		

Southward BLUE RIDGE AND MARIETTA Northward

Second Class	First Class	Distance from Marietta	TIME TABLE			Car Capacity of Passenger Seatings based on 44 feet per car.	First Class	Second Class
15	1		No. 26				4	16
Local Freight	Passenger		Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.				Passenger	Local Freight
Daily ex. Sunday	Daily						Daily	Daily ex. Sunday
A. M.	P. M.		STATIONS				A. M.	A. M.
7.00	12.39	61.1	L	BLUE RIDGE	NC	14	11.15	11.40
				5.5				
7.15	12.50	66.6		LUCIUS		19	10.59	11.15
				1.8				
7.20	12.54	68.2		CHERRY LOG		10	10.55	11.05
				2.5				
7.26	12.59	70.7		WHITE PATH		18	10.49	10.49
				5.7				
7.45	1.12	76.4		ELLIJAY	NC	29	10.36	10.05
				7.2				
8.10	1.28	83.6		TALONA		18	10.18	9.37
				2.9				
8.25	1.35	86.5		WHITESTONE	NC	14	10.12	9.25
				4.2				
8.40	1.45	90.7		TALKING ROCK		18	10.02	9.15
				4.1				
9.00	1.55	94.8		WESTBROOK		13	9.53	9.00
				2.3				
9.10	2.01	97.1		JASPER	NC	15	9.48	8.48
				4.9				
9.36	2.13	102.0		TATE	NC	27	9.36	8.20
				2.8				
10.00	2.20	104.8		NELSON		37	9.28	8.05
				3.5				
10.25	2.28	108.3		BALL GROUND	NC	20	9.20	7.50
				2.7				
10.37	2.34	111.0		GOBER		18	9.14	7.30
				3.5				
10.53	2.41	114.5		KEITHSBURG		20	9.06	7.15
				5.4				
11.15	2.55	119.9		CANTON	D	26	8.54	6.50
				3.6				
	3.02	123.5		UNIVETER			8.44	
				2.0				
11.50	3.07	125.5		HOLLY SPRINGS	NC	18	8.40	6.12
				2.1				
12.11	3.11	127.6		TOONIGH		19	8.36	6.00
				3.8				
12.26	3.19	131.4		WOODSTOCK	NC	28	8.28	5.45
				4.8				
	3.29	136.2		BLACKWELLS			8.18	
				3.6				
1.06	3.36	139.8		WESTOAK		18	8.11	5.10
				3.4				
1.20	3.40	142.2		ELIZABETH	NC	Yard	8.06	5.00
				1.3				
	3.45	143.5		MARIETTA	D L		8.03	
P. M.	P. M.						A. M.	A. M.
Daily ex. Sunday	Daily						Daily	Daily ex. Sunday
15	1						4	16
	4.30PM	163.6		ATLANTA			7.15AM	

Southward			OLD LINE		Northward			
FIRST CLASS		Distance from Mentor	TIME TABLE		Car Capacity of Passenger Sittings based on 44 feet per car.	FIRST CLASS		
	1		No. 26			4		
	Passenger		Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.			Passenger		
	Daily					Daily		
	A. M.		STATIONS			P. M.		
	\$ 8.26		L	MENTOR	DE	81	\$ 3.20	
	\$ 8.31	2.20		LOUISVILLE	E		\$ 3.12	
	\$ 8.47	9.23		FRIENDSVILLE	E	26	\$ 2.58	
	f 8.52	11.53		KISER		11	f 2.53	
	\$ 9.06	17.71		GREENBACK		19	\$ 2.39	
	\$ 9.10	18.87		JENA	NEL	75	\$ 2.34	
	A. M.						P. M.	
	Daily						Daily	
	1						4	

Southward		MARYVILLE BRANCH				Northward		
THIRD CLASS	SECOND CLASS	Distance from Armona.	TIME TABLE No. 26			Car Capacity of Passenger Sittings based on 44 feet per car.	SECOND CLASS	THIRD CLASS
85	81		Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.				82	86
Local Freight	Local Freight						Local Freight	Local Freight
Daily ex. Sunday	Daily ex. Sunday						Daily ex. Sunday	Daily ex. Sunday
A. M.	A. M.		STATIONS				A. M.	P. M.
\$11.50	\$ 8.45		L	ARMONA	E	37	\$ 9.30	\$ 1.30
				2.00				
\$12.00	\$ 8.55	2.00		ALCOA	D	7	\$ 9.20	\$ 1.21
				1.71				
12.15	9.05	3.71		MARYVILLE	D L	Yard	9.10	1.15
P. M.	A. M.						A. M.	P. M.
Daily ex. Sunday	Daily ex. Sunday						Daily ex. Sunday	Daily ex. Sunday
85	81						82	86

Southward		PINE MOUNTAIN BRANCH		Northward	
		Distance from Savoy.		Car Capacity of Passenger Sittings based on 44 feet per car.	
			STATIONS		
			L SAVOY N C E	Yard	
			16.02		
		16.02	NEVISDALE E	Wye	
			1.66		
		17.68	GATLIFF L	Yard	

Southward				ATHENS AND TELlico BRANCH				Northward	
THIRD CLASS		Distance from Athens.	TIME TABLE		Car Capacity of Passenger Sittings based on 44 feet per car.	SECOND CLASS		THIRD CLASS	
303			No. 26			302		304	
Mixed			Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.			Mixed		Mixed	
Daily ex. Sunday			STATIONS			Daily ex. Sunday		Daily ex. Sunday	
A. M.						A. M.		A. M.	
8.10			L	ATHENS	D	Yard	7.50		
				1.73					
8.15	1.73			SOUTH ATHENS		Wye	7.45		
				5.97					
8.40	7.70			ENGLEWOOD	NE	Yard	7.25	10.50	
				2.05					
9.00	9.76			NONABURG		6		10.38	
				6.61					
9.20	16.37			MT. VERNON		8		10.18	
				6.14					
9.40	22.51			TELLICO PLAINS	D L	Yard		10.00	
A. M.							A. M.	A. M.	
Daily ex. Sunday							Daily ex. Sunday	Daily ex. Sunday	
303							302	304	

Southward		MURPHY BRANCH				Northward		
SECOND CLASS		Distance from Elmore	TIME TABLE			Car Capacity of Passenger Sittings based on 44 feet per car.	SECOND CLASS	
109			No. 26				110	
Mixed			Takes effect Sunday, April 11, 1943, at 11:59 P. M. Central Standard Time.				Mixed	
Daily ex. Sunday							Daily ex. Sunday	
A. M.			STATIONS				P. M.	
	9.20	82.9	L	MURPHY	D E	Yard	2.10	
	f 9.47	75.3		^{7.6} RANGER		8	f 1.32	
	s 9.58	71.7		^{3.6} CULBERSON	E	23	s 1.25	
	f10.06	69.2		^{2.5} SWEET GUM		3	f 1.17	
	s10.28	62.3		^{6.9} MINERAL BLUFF		10	s12.55	
	10.38	59.5		^{2.8} MURPHY JCT.	E L	18	12.45	
	A. M.						P. M.	
	Daily ex. Sunday						Daily ex. Sunday	
	109						110	

Southward		LONG BRANCH		Northward	
		Distance from Nevisdale		Car Capacity of Passenger Sittings based on 44 feet per car.	
			STATIONS		
			L NEVISDALE E	Wye	
			2.33		
		2.33	PACKARD E L	Yard	

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

TRAIN REGISTERS

Location	For	Register by Card Form 230
Corbin Passenger Station	All trains	
Woodbine	All trains	All trains (see Note A).
Jellico	All trains	
Lot	Nos. 19, 29, 30, 301, 291, 300, 290, 612, and trains instructed by dispatcher.	(See Note B.)
Holton	Nos. 611, 612. Clear Fork Branch Extras	Nos. 611, 612.
Morley	Trains instructed by dispatcher	In box north of tool house west side of track.
Hlford	Trains instructed by dispatcher	In box on east side near telephone booth.
Dossett	Nos. 60, 5	Nos. 60, 5.
West Knoxville	All trains	First class trains (see Note D).
Knoxville	All trains	
Mentor	Nos. 1, 33, 4	Nos. 1, 33, 4.
Armona	No. 81 and trains instructed by dispatcher.	Trains instructed by dispatcher.
Jena	No. 4	(See Note C.)
Englewood	No. 302 and A. & T. Branch scheduled trains	
Etowah	All trains	
Savoy	Pine Mtn. Branch trains	
Junta	All trains	All trains (see Note A).
Copperhill	Second class and extra trains	
Blue Ridge	All trains	
Elizabeth (N. C. & St. L. tower)	All trains	In box near North Switch of cross-over.
Marietta (Old Shop)	No. 4	When there is an engine tied up at Old Shop.
Marietta	All trains	
Murphy	All trains	
Murphy Junction	Trains instructed by dispatcher	In box at south "Y" main track switch; or at north "Y" main track switch, according to dispatcher's instructions.

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

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

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

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

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

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

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

RAILROAD CROSSINGS AT GRADE

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

The normal position of gates at Englewood is against A. & T. branch movements, and they must be kept locked in that position when crossing is not being used for A. & T. movements. Unlocking either gate will set the signals on both sides of the crossing in Stop position. Gates must not be unlocked while either of the signals is held at Stop position by an approaching train. Main Line trains are not required to stop at the crossing unless gates and signal indications are against main line movements. When signals are out of order A. & T. movements may be made under flag protection only, provided no main line train is in sight.

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

TRAIN-ORDER OFFICES

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

Offices shown below will be open during the hours named:

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

Copperhill operator { At freight station continuously, except at passenger station 11:00 a. m. to 1:00 p. m.

STREET AND HIGHWAY CROSSINGS, STATE AND CITY REGULATIONS

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

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

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

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

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

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

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

SUPERIORITY OF TRAINS

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

No. 29 will clear No. 32's time 5 minutes between Lot and Corbin.

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

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

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

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

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

Nos. 5, 6, 7, 8, 13, 14, 15, 16, 19, 20, 60 and 65 will let fast freight trains by without delay and will be prompt in allowing other freight trains to pass.

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

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

Nos. 15 and 16 between Blue Ridge and Elizabeth.

Nos. 13 and 14 between Copperhill and Blue Ridge.

Nos. 109 and 110 between Murphy and Blue Ridge.

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

USE OF PASSING SIDINGS

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

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

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

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

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

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Nevisdale	At west leg of "Y" leading to Packard.
Lot	Nos. 29 and 19 will run by and back in on arrival and No. 30 will back out at Lot.
Junta	Schedules of trains into and out of Junta, apply on the main track between North Yard and the connection with N. C. & St. L. Ry.
Copperhill	At passenger depot.
Murphy Junction	At north "Y" main line switch for all southward trains.
	At south "Y" main line switch for all northward trains.
Elizabeth	At main line switch, Elizabeth yard.

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

Trains	Stations	Requirements
Nos. 290-300-190	Lot	Clearance Form A not required.
Nos. 291-301	Jellico	
No. 191	Jellico	Clearance Form A.
No. 612	Clairfield	Be governed by train-order signal.
Second class and inferior	Dossett	Clearance Form A
Nos. 82-86	Maryville	Clearance Form A not required.
No. 85	Armona	
Northward trains	Alcoa	Clearance Form A.
No. 304	Tellico Plains	Clearance Form A not required.
No. 302	Englewood	Clearance Form A.
No. 303	Athens	Clearance Form A not required.
Nos. 1 and 4	South Etowah	Clearance Form A not required.
All trains	Copperhill	Clearance Form A during hours train-order office is open.
No. 4	Marietta	

Crew filling schedule of No. 29 will fill schedules of Nos. 290 and 291 between Lot and Jellico, resuming schedule of No. 29 at Lot after completion of same.

Crew filling schedule of No. 19 will fill schedule of No. 190 between Lot and Jellico and No. 191 from Jellico.

Crew filling schedule of No. 611 will fill schedule of No. 612.

Crew filling schedule of No. 30 will fill schedules of Nos. 300 and 301, resuming schedule of No. 30 at Lot after completion of same.

Crew filling schedule of No. 81 will fill schedules of Nos. 82, 85, 86.

Crew filling schedule of No. 302 will fill schedules of Nos. 303, 304, 305.

Crew filling N. C. & St. L. schedule of No. 78 will fill L. & N. schedule of No. 4.

The above "crew filling" instructions do not affect Rule S 87.

STOPS FOR PASSENGERS

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

Trains	Stations
Nos. 1 and 4.....	Vestal, Topside, Chandler, Kincaid, Cambria, Austral, Hambricht, Probst, Hood, Maxwell, Northcutt, Ella Gap, Tioga, Carns Mill, Keiths, Brown.
Nos. 29 and 30.....	Emlyn, Mountain Ash, Leinart, Elza.
No. 18.....	Chatsworth for revenue passengers from Atlanta and beyond, and for Cincinnati, Louisville and beyond.
No. 32.....	LaFollette for revenue passengers from Atlanta and beyond, or for Louisville, Cincinnati and beyond.
No. 33.....	Williamsburg and LaFollette for revenue passengers from Cincinnati, Covington and beyond, or for Atlanta and beyond.
Local passenger and mixed trains on branches and Nos. 7 and 8.....	All stations and platforms shown on local passenger tariffs.

SPECIAL MOVEMENTS

Corbin Terminals

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

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

Knoxville & Atlanta Division passenger trains will approach switches leading to passenger yard tracks at restricted speed. Nos. 30 and 32 enter track 3, No. 18 track 5.

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

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

Switchtenders are located at following points:

Center Street.

North end of East Yard.

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

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

Preference of Engine Movements to and from Roundhouse

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

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

At LaFollette

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

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

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

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

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

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

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

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

Between Jellico, Lot and High Cliff

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

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

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

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

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

Knoxville and West Knoxville

Passenger trains enroute to Knoxville will back into passenger station.

Conductors must ride rear platform while train is backing between West Knoxville and Knoxville, and will apply air brakes only in case of emergency. Enginemen will regulate speed of train and make stop in passenger station.

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

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

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

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

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

Clearances on the West Knoxville "Y" are:

South "Y" switch enroute bridge to Knoxville.....	570 feet.
South "Y" switch to North "Y" switch enroute to yard office.....	570 feet.
East "Y" switch to North "Y" switch, direct Knoxville to West Knoxville yard office.....	630 feet.

Northward inferior trains and engines may run against over-due inbound superior southward trains without orders between Signal No. 2762 and Signal No. 2751 in West Knoxville yard limits, but must be governed by Block Rules and signal indications, and clear outbound superior southward trains in accordance with the Rules.

Trains stopped by Signals Numbers 2751, 2753 and 2762, in West Knoxville Yard, must flag through block.

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

HELPER ENGINE, CHASKA HILL

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

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

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

AIR BRAKES

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

Use of Retainers

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

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

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

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

Westbrook to Talking Rock—Farner to Apalachia.

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

MISCELLANEOUS

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

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

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

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

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

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

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

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

Extra, South, No. 60's crew, will leave cars on main track between wye switches at Oliver Springs; same crew returning from Windrock will move these cars from main track and will leave other cars on main track south of south wye switch or between wye switches at Oliver Springs, and on return from Harriman will clear the main track. Other trains moving through Oliver Springs be governed accordingly.

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

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

TONNAGE RATINGS OF ENGINES

CLASS	Normal	A	B	CLASS	Normal	A	B
Corbin to West Knoxville				Atlanta to North Yard			
J-4	3075	2860	2645	J-4	2610	2425	2245
J-3	2675	2490	2300	J-3	2270	2110	1950
H-29A	2395	2230	2060	H-29A	2035	1890	1750
H-28A-29	2290	2130	1970	H-28A-29	1950	1815	1675
West Knoxville to North Yard				North Yard to W. Knox. and Duff to Corbin			
J-4	3365	3130	2890	J-4	3075	2860	2445
J-3	2925	2720	2515	J-3	2675	2490	2300
H-29A	2620	2435	2255	H-29A	2395	2230	2060
H-28A-29	2515	2335	2160	H-28A-29	2290	2130	1970
North Yard to Atlanta				Chaska to Duff—Single			
J-4	2610	2425	2245	J-4	1890	1755	1625
J-3	2270	2110	1950	J-3	1640	1525	1410
H-29A	2035	1890	1750	H-29A	1470	1370	1265
H-28A-29	1950	1815	1675	H-28A-29	1410	1310	1215
West Knoxville to Duff				Oliver Springs—Harriman			
J-4	1725	1605	1485	H-29A	1250	1170	1100
J-3	1500	1400	1300	H-28A-29	1200	1120	1050
H-29A	1345	1250	1155	K-4 engines 61% of J3 rates.			
H-28A-29	1290	1200	1110				

42 and 44

42 and 44

Atlanta to Etowah J3 engine 1800 tons not over 45 cars.

Etowah to West Knoxville.

J3 engine 2000 tons not over 45 cars.

J4 engine 2300 tons not over 50 cars.

West Knoxville to Corbin.

J3 engine 1300 tons not over 45 cars.

J4 engine 1525 tons not over 50 cars.

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

Maximum length of trains north of West Knoxville, 70 cars; south of West Knoxville 75 cars. Count engine and caboose as 3 cars and two engines and caboose 5 cars.

SINGLE ENGINE RATING

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

DOUBLING RATING

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

GENERAL RULE

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

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

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

SAFETY FIRST—
friendliness too!

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

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

J. S. SWAN,
Assistant Train Master,
KNOXVILLE, TENN.

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

G. F. HAMMOND,
Night Chief Train Dispatcher,
KNOXVILLE, TENN.

LIST OF SURGEONS

DISTRICT SURGEONS

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

LOCAL SURGEONS

Dr. F. S. SMITH, Corbin, Ky.
Dr. K. P. SMITH, Corbin, Ky.
Dr. J. E. PARKER, Corbin, Ky.
Dr. J. D. ADKINS,
Williamsburg, Ky.
Dr. A. A. RICHARDSON, Asst.
Williamsburg, Ky.
Dr. GARFIELD HOWARD,
Gatliff, Ky.
Dr. J. L. HEFFERNAN,
Jellico, Tenn.
Dr. FRANK J. SLEMONS,
Assistant, Jellico, Tenn.

LOCAL SURGEONS—Continued.

Dr. U. S. CARDEN,
LaFollette, Tenn.
Dr. J. W. PRESLEY, Asst.
LaFollette, Tenn.
Dr. S. D. QUEENER,
Jacksboro, Tenn.
Dr. J. M. COX, Lake City, Tenn.
Dr. A. R. GARRISON,
Byington, Tenn.
Dr. KYLE C. COPENHAVER,
Knoxville, Tenn.
Dr. B. W. BAGWELL,
Madisonville, Tenn.
Dr. HY M. OARR,
Harriman, Tenn.
Dr. J. E. HALL, Jena, Tenn.
Dr. J. M. McCULLOCH,
Maryville, Tenn.

LOCAL SURGEONS—Continued.

Dr. D. P. BRENDLE,
Englewood, Tenn.
Drs. W. E. and C. O. FOREE,
Assistant Surgeons, Athens,
Tenn.
Dr. W. W. LEONARD,
Tellico Plains, Tenn.
Dr. W. S. MOORE, Etowah, Tenn.
Dr. W. Y. GILLIAM,
Copperhill, Tenn.
Dr. J. N. HILL, Murphy, N. C.
Dr. B. W. WHITFIELD,
Murphy, N. C.
Dr. J. M. DAVES,
Blue Ridge, Ga.
Dr. A. K. DUCKETT,
Blue Ridge, Ga.
Dr. J. S. TANKERSLEY,
Ellijay, Ga.

LOCAL SURGEONS—Continued.

Dr. T. W. WHITFIELD,
Tate, Ga.
Dr. M. G. HENDRIX,
Ball Ground, Ga.
Dr. R. H. BRADLEY,
Chatsworth, Ga.
Dr. G. T. BANKS,
Fairmount, Ga.
Dr. W. E. WOFFORD,
Cartersville, Ga.
Dr. W. H. PERKINSON,
Marietta, Ga.
Dr. CHARLES S. WARD,
Atlanta, Ga.

OCULISTS

Dr. H. E. CHRISTENBERRY,
Knoxville, Tenn.
Dr. F. P. CALHOUN,
Atlanta, Ga.
Dr. C. A. MOSS, Corbin, Ky.

