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**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	0	40	1	30
10	6	0	45	1	20
15	4	0	50	1	12
20	3	0	55	1	05
25	2	24	60	1	00
30	2	0	65	0	55
35	1	43	70	0	52

**LOUISVILLE & NASHVILLE RAILROAD COMPANY**

**KNOXVILLE AND ATLANTA DIVISION**

**TIME TABLE No.**

**43**

TAKES EFFECT

SUNDAY, APRIL 28, 1963

AT 12:01 P. M., EASTERN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

**C. S. SANDERSON**  
General Manager

**C. N. WIGGINS**  
Asst. General Manager

**F. W. KIRCHNER**  
Chief Transportation Officer

**S. A. BROWNLIE**  
Superintendent

**W. R. HADLEY**  
Asst. Superintendent

**SPECIAL INSTRUCTIONS**

**SUBDIVISIONS**

Between Corbin and Knoxville, including branches.  
 Between Knoxville and Etowah, including branches.  
 Between Etowah and Junta.  
 Between Etowah and Marietta, including Murphy Branch.  
 Trains between Junta and Atlanta will be governed by time table and rules of the W. & A. Div.

**DOUBLE TRACK TERRITORY—None.**

**AUTOMATIC BLOCK SIGNALS**

Etowah and Junta.  
 Trains entering main track at Bolivar will, in addition to other protection, wait five (5) minutes after opening the switch, before fouling main track.

**OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS:**

Rules 261 to 263 inclusive and 525 to 531 inclusive are effective between Corbin and Etowah (Main Track).

**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—Do not use sand over Spring Switches.**

Name of Siding	End Located	Normal Position
Patty.....	Both.....	For main track
Ocoee.....	Both.....	For main track
Fairy.....	Both.....	For main track
Chatsworth.....	Both.....	For main track
Comston.....	Both.....	For main track
Fairmount.....	Both.....	For main track
Rydal.....	Both.....	For main track
White.....	Both.....	For main track
Junta.....	North.....	For main track

**STANDARD CLOCKS**

Corbin, LaFollette, West Knoxville, train-order office; Knoxville, Dispatcher's office; Etowah-yard office and Engineers register room; Blue Ridge, train-order office, Ball Ground, train-order office.

**YARD LIMITS**

Yard limits are established on main line at Corbin, Morley, West Knoxville, Knoxville, Etowah, Junta, Copperhill, Blue Ridge-Murphy Junction, Whitestone, Tate, Canton, Elizabeth-Marietta, and on branches at Savoy, Jellico, Lot, Holton-Trevilion, Clairfield-Fonde SR-MP-84C, including Straight Creek Branch, 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.  
 All train and engine movements between Jellico yard limit board and switch leading to new yard at Jellico must be made at restricted speed.

**BULLETIN BOARDS**

Corbin—Train-order office, Yard Master's Office and roundhouse.  
 LaFollette—Agent's office.  
 Knoxville—Register room.  
 West Knoxville—Yard office and roundhouse.  
 Etowah—Yard office and roundhouse.  
 Cartersville—Agent's office.  
 Atlanta—Union Station, train-order office.  
 Tilford Yard—Yard office and roundhouse.  
 Blue Ridge—Train-order office.  
 Ball Ground—Train-order office.  
 Bulletin Board order books will be kept at train-order office at Jellico for Southern Ry. crews operating on Clear Fork Branch.

**MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES in miles per hour**

Between	Passenger	Freight Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits, and other top heavy cars
Corbin and Highcliff.....	60	50	30
Highcliff and LaFollette.....	35	25	20
LaFollette and Singleton.....	60	50	30
Singleton and Junta.....	70	50	30
Etowah and Reliance.....	40	40	30
Reliance and Marietta.....	30	30	25
Mentor and Jena (O. L.).....	35	30	25
Branches—Hog Camp, Crooked Fork.....	15	15	10
All other Branches.....	25	25	20
Mines at Morley.....	10	10	5

Note. Certain of our diesels have a maximum speed of 65 MPH which must not be exceeded.

All trains will move at restricted speed between the north and south passing track switches and through north leg of wye at West Knoxville. Passenger trains over main track switch of cross-over leading from south ladder track at No. 14 switch, Etowah yard.....35  
 Backing over Dixie Highway Jellico Branch.....10  
 Through turnouts and cross-overs.....15  
 Through turnouts to or from W. & A. tracks within interlocking limits at Junta.....20  
 Through turnout connecting K. & A. main track with W. & A. main track at Junta.....35  
 Through switch north end of "Y", West Knoxville.....10  
 Between east "Y" switch at West Knoxville and K. & A. interlocking, run at restricted speed.  
 Over interlocking plant at K. & A. crossing and between this crossing and Clinch Avenue viaduct and entering Knoxville passenger station. 6  
 Through Dale Avenue..... 6  
 Through Greenback.....25  
 Between Oliver Springs and Wind Rock.....15  
 Between Bolivar and Funkhouser plant.....15  
 Between Englewood and Athens over Athens highway Mile KW-329... 5  
 Approaching Dixie Highway crossing at Elizabeth—Prepared to Stop. 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  
 Knoxville .....30 miles per hour

**SPECIAL INSTRUCTIONS—Continued.**

**TRAIN REGISTERS**

Location	For	Register by Card Form 230
Corbin Pass. Sta....	All trains.....	.....
Jellico.....	All trains.....	.....
LaFollette.....	Trains originating and terminating.....	.....
West Knoxville....	All trains.....	All trains.
Knoxville.....	All trains.....	.....
Etowah.....	All trains.....	.....
Junta.....	All trains.....	All trains (see Note A).
Blue Ridge.....	All trains.....	.....
Murphy.....	All trains.....	.....
Copper Hill.....	All trains.....	.....
Ball Ground.....	All trains.....	.....
Elizabeth.....	All trains via Old Line.....	.....

(A) Conductors making Form 230 for 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.

Registers at Murphy, Copper Hill, Blue Ridge and Ball Ground 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.....	Electric lock-on derail against A&T.

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. daily except Saturday and Sunday, "NC" offices during the hours designated.

Offices shown below will be open during the hours named:

Station	Hours Train Order Offices Open	Days Train Order Offices Closed
Athens.....	7:00 a. m. to 4:00 p. m....	Sunday
Tenna.....	8:00 a. m. to 6:00 p. m. Except 8:00 a. m. to 5:00 p. m. Mon. and Sat.	Sunday
Fairmount.....	7:00 a. m. to 4:00 p. m....	Saturday & Sunday
Farner.....	7:00 a. m. to 4:00 p. m....	Saturday & Sunday
Copperhill.....	2:00 p. m. to 6:00 a. m....	Saturday & Sunday
Tate.....	8:00 a. m. to 8:00 p. m. Except 8:00 a. m. to 5:00 p. m. Mon. and Sat.	Sunday
Woodstock.....	7:00 a. m. to 4:00 p. m....	Saturday & Sunday

Offices listed below will be closed for one hour between of 11:30 a. m. and 1:30 p. m., except in case train order signs in Stop or Restricted position within this period comply with (a) as to sounding whistle and be governed by indication of order signal. This rule is to authorize trains to pass the t signal at stations specified if found in Proceed position betw a. m. and 1:30 p. m. without seeing the signal assume that j required by last sentence of Rule 221 (a).

Tenna Ranger	Fairmount Farmer	Jasper Canton	Woodstock
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The above rule applies to Tate on Saturday and Monday

**STREET AND HIGHWAY CROSSINGS, STATE AND CITY REGULATIONS**

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

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

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

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

Jellico	Knoxville	Maryville	Englewood	Eto
LaFollette	Oliver Springs	Madisonville	Athens	Cop
Lake City	Alcoa	Harriman	Tellico Plains	Oco

Boards indicating the location of the corporate limits of towns in Tennessee have been erected, and at a point exactl from the City Limits on either side of the city or town there i post. The whistle should be sounded—one long blast as the passing the "CW" post. The engine bell should be ringing time the engine passes the "CW" post until the station is the train stops, and must again be started before the train station and rung continuously until the train passes out o limits. If the train does not stop at the station the bell mu continuously from the "CW" post until the train passes out limits on the opposite side of city.

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

**SUPERIORITY OF TRAINS**

Superior Trains	Superior to	Requir
No. 22.....	No. 21.....	Blue Ridge Copperhil
No. 14.....	No. 21.....	Copperhill t Etowah.
No. 22.....	No. 13.....	Copperhill Etowah.

(Continued on page 9)

CORBIN AND KNOXVILLE—SOUTHWARD

SECOND CLASS

FIRST CLASS

TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time

Distance from Louisville

STATIONS

Table with columns for train numbers (43, 65, 3, 45, 19) and their respective service types (Fast Freight, Local, Daily Ex. Sun., Daily, Mon., Wed., Fri.) and times (P. M., A. M.).

Table with column for train number 17 (Flamingo) and its service type (Daily) and time (A. M.).

Main schedule table for southward trains, showing arrival and departure times for stations from CORBIN to KNOXVILLE. Includes columns for train numbers and service types.

Main schedule table for southward trains, showing distance from Louisville and station names (CORBIN, BACON CREEK, WOODBINE, WOFFORD, WILLIAMSBURG, SAVOY, SAXTON, LOT, HOLTON, TREVILION, CHASKA, KILSYTH, LAFOLLETTE, JACKSBORO, GRANITE, DOSSETT, KIRKSTALL, BYINGTON, AMHERST, WEST KNOXVILLE, KNOXVILLE).

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

KNOXVILLE AND CORBIN—NORTHWARD

FIRST CLASS

SECOND CLASS

TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time

Car Capacity of 44 Seating based on 44 feet per car

STATIONS

Table with columns for train numbers (18, 2, 44, 60, 20, 42) and their respective service types (Flamingo, Local, Daily Ex. Sun., Daily, Tues., Thur., Sat., Daily) and times (A. M., P. M.).

Main schedule table for northward trains, showing arrival and departure times for stations from KNOXVILLE to CORBIN. Includes columns for train numbers and service types.

Main schedule table for northward trains, showing distance from Louisville and station names (CORBIN, BACON CREEK, WOODBINE, WOFFORD, WILLIAMSBURG, SAVOY, SAXTON, LOT, HOLTON, TREVILION, CHASKA, KILSYTH, LAFOLLETTE, JACKSBORO, GRANITE, DOSSETT, KIRKSTALL, BYINGTON, AMHERST, WEST KNOXVILLE, KNOXVILLE).

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 Louisville	TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time	STATIONS
89	81	43	45		17			
Local Freight	Local Freight	Fast Freight	Fast Freight					
Daily ex. Sunday	Daily ex. Sunday	Daily	Daily		Flamingo			
A. M.	A. M.	A. M.	P. M.		Daily			
						3.50	276.91	L KNOXVILLE NE
	7.00		1.15	12.10		3.55	275.79	WEST KNOXVILLE NE
	7.13		1.31	12.30 <sup>86</sup>		4.07	283.56	SINGLETON E
	7.19						286.68	MENTOR E
	7.25 9.30						288.96	ARMONA E
	9.41		1.57	12.50		4.19	295.89	BINFIELD E
11.59	9.49						301.91	JENA E
12.20			2.29	1.17		4.34	313.11	FAGIN E
12.29						4.38	316.93	MADISONVILLE E
1.10			2.49	1.40		4.47 <sup>44</sup>	327.41	ENGLEWOOD E
2.00			3.05	2.00		4.56	334.37	A ETOWAH NE
P. M.	A. M.	A. M.	P. M.		A. M.			
Daily ex. Sunday	Daily ex. Sunday	Daily	Daily		Daily			
89	81	43	45		17			

**JELICO BRANCH**

Southward Northward

Distance from Louisville	STATIONS	Car Capacity of Sidings based on 44 feet per car
205.96	L JELICO D	45
206.42	2.32 LOT E L	
210.66		
212.76		10

**Southward CLEAR FORK BRANCH Northward**

Distance from Louisville	STATIONS	Car Capacity of Sidings based on 44 feet per car
205.96	HOLTON	45
206.42	0.46 TREVILION	
210.66	4.24 EAGAN	
212.76	2.1 CLAIRFIELD DE	10

**ETOWAH AND KNOXVILLE—NORTHWARD**

TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car	FIRST CLASS		SECOND CLASS	
		18		44	42
STATIONS	Distance from Louisville	Flamingo		Fast Freight	Fast Freight
		Daily		Daily	Daily
		P. M.		A. M.	P. M.
A KNOXVILLE NE	1.29	Yard	11.20		
WEST KNOXVILLE NE	7.77	Yard	11.08	6.30	4.45
SINGLETON E	3.12	118	10.56	6.16	4.10
MENTOR E	2.28			6.12	4.06
ARMONA E	6.93	Storage 37		6.09	4.03
BINFIELD E	6.02	117	10.45	6.00	3.53
JENA E	11.20	Storage 74		5.52	3.34
FAGIN E	3.82	117	10.30	5.23	3.20
MADISONVILLE E	10.48	Storage 71	10.26	5.00	3.15
ENGLEWOOD E	6.96	118	10.17	4.47 <sup>17</sup>	3.01
L ETOWAH NE		Yard	10.07	4.30	2.45
			P. M.	A. M.	P. M.
			Daily	Daily	Daily
			18	44	42

**Southward OLD LINE Northward**

Distance from Louisville	STATIONS	Car Capacity of Sidings based on 44 feet per car
286.68	L MENTOR EA	
288.88	2.20 LOUISVILLE	
295.91	7.03 FRIENDSVILLE E	26
304.45	8.54 GREENBACK	19
305.55	1.10 JENA EL	75

**Southward MARYVILLE BRANCH Northward**

Distance from Louisville	STATIONS	Car Capacity of Sidings based on 44 feet per car
288.96	L ARMONA EA	37
291.35	2.39 ALCOA D	7
292.67	1.32 MARYVILLE DL	Yard

K. & A.

**ETOWAH AND JUNTA—SOUTHWARD**

SECOND CLASS				FIRST CLASS				Distance from Louisville	TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time	
53	45	7	43	17					Flamingo	STATIONS
Freight	Fast Freight	Local Freight	Fast Freight							
Daily	Daily	Daily ex. Sunday	Daily	Daily						
P. M.	P. M.	A. M.	A. M.	A. M.						
4.30	2.55	6.30	4.05					5.06	334.37	L ETOWAH NE
4.35	3.00	6.32	4.10					5.08	335.17	SOUTH ETOWAH E
4.48	3.14	6.46	4.24					5.17	344.67	PATTY E
5.00	3.28	6.59	4.37					5.25	353.27	OCOEE E
		7.14							362.87	TENNGA NCE
5.21	3.51	7.22	4.58					5.40	367.87	FAIRY E
5.37	4.06	7.38	5.13					5.53	378.57	CHATSWORTH NE
5.51	4.19	7.52	5.27					6.05	388.37	CONISTON E
		8.08							398.27	RANGER DE
6.13	4.37	8.16	5.46					6.19	402.77	FAIRMOUNT NCE
6.24	4.51	8.26	5.57					6.28	410.27	RYDAL E
6.30	4.58	8.33 <sup>a</sup>	6.03					6.32	414.07	WHITE E
6.45	5.15	9.00	6.18					6.45	422.67	A JUNTA N
P. M.	P. M.	A. M.	A. M.					A. M.		
Daily	Daily	Daily ex. Sunday	Daily					Daily		45.5
53	45	7	43					17		
								8.00	468.12	ATLANTA

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

K. & A.

**JUNTA AND ETOWAH—NORTHWARD**

TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time		Car Capacity of Stages based on 44 feet per car	FIRST CLASS				SECOND CLASS				
18			44				8 42 56				
Flamingo			Fast Freight				Local Freight				
Daily			Daily				Daily ex. Sunday				
P. M.		A. M.				A. M.					
STATIONS		P. M.		A. M.		A. M.		P. M.		P. M.	
A	ETOWAH NE	27	9.57					3.30	10.41	2.20	9.45
	SOUTH ETOWAH E	Yard	9.54					3.15	10.36	2.11	9.35
	PATTY E	115	9.45					2.57	10.21	1.58	9.20
	OCOEE E	70	9.37					2.47	10.09	1.46	9.05
	TENNGA NCE								9.56		
	FAIRY E	118	9.22					2.26	9.49	1.26	8.35
	CHATSWORTH NE	71	9.11					2.10	9.31	1.12	8.15
	CONISTON E	115	9.01					1.57	9.11	12.59	8.00
	RANGER DE								8.58		
	FAIRMOUNT NCE	70	8.47					1.37	8.52	12.40	7.40
	RYDAL E	118	8.39					1.27	8.41	12.30	7.30
	WHITE E	70	8.35					1.22	8.33 <sup>7</sup>	12.24	7.25
L	JUNTA N		8.25					1.00	8.11	12.05	7.00
	45.5		P. M.					A. M.	A. M.	P. M.	P. M.
			Daily					Daily	Daily ex. Sunday	Daily	Daily
			18					44	8	42	56
	ATLANTA		7.15								

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

**Southward SOUTH ETOWAH & BLUE RIDGE Northward**

SECOND CLASS		Distance from Louisville	TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car	SECOND CLASS	
21	13				14	22
Local Freight Daily ex. Saturday P. M.	Local Freight Daily A. M.				Local Freight Daily ex. Saturday P. M.	Local Freight Daily ex. Sunday A. M.
6.00	7.00	335.17	L SOUTH ETOWAH	Yd.	3.25	12.30
6.09	7.12	339.37	WETMORE	E 19	3.08	12.16
6.19	7.26	345.37	RELIANCE	E 7	2.45	12.04
6.24	7.32	347.67	HIWASSEE	E 55	2.35	11.52
6.41	7.49	354.97	McFARLAND	E 43	2.10	11.27
6.53	8.05	360.07	APALACHIA	E 51	1.50	11.07
7.13	8.25	366.07	FARNER	NCE 18	1.06	10.42
7.23	8.35	368.67	TURTLETOWN	E 30	12.41	10.32
7.33	8.45	372.27	HARBUCK	16	12.25	10.20
7.48	9.00	376.57	DUCKTOWN	23	12.10	10.05
7.58	9.10	380.17	McHARG	18	12.00	9.55
9.50 <sup>22</sup>	9.30	382.07	COPPERHILL	NCE Yd.	11.50	9.50 <sup>21</sup>
10.20		389.97	CURTIS	18		9.20
10.40		393.87	MURPHY JCT.	E 18		9.00 6.15
11.00		395.47	BLUE RIDGE	DE 14		6.00
P. M.	A. M.				A. M.	P. M.
Daily ex. Saturday	Daily				Daily ex. Saturday	Daily ex. Sunday
21	13				14	22

**Southward ATHENS AND TELlico BRANCH Northward**

THIRD CLASS		Distance from Louisville	TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car	Second Class	Third Class
83	87				88	84
Local Freight Daily ex. Sunday A. M.	Local Freight Daily ex. Sunday A. M.				Local Freight Daily ex. Sunday A. M.	Local Freight Daily ex. Sunday P. M.
	9.10	334.22	L ATHENS NCA	Yard	7.50	
	9.15	332.49	SOUTH ATHENS	Wye	7.45	
10.40	9.40	326.53	ENGLEWOOD	DE Yard	7.25	12.52
11.00		328.58	NONABURG	6		12.40
11.20		335.19	MT. VERNON	8		12.20
11.40		341.43	A TELlico PLAINS	DL Yard		12.01
A. M.	A. M.				A. M.	P. M.
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
83	87				88	84

**Southward MURPHY BRANCH Northward**

THIRD CLASS		Distance from Louisville	TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car	SECOND CLASS	
23	210					
Local Freight Daily ex. Sunday P. M.	Local Freight Daily ex. Sunday P. M.					
	8.15	416.77	L MURPHY	DA Yard	7.15	
	8.30	409.17	RANGER	8	6.55	
	8.40	405.57	CULBERSON	E 23	6.46	
	8.55	396.17	MINERAL BLUFF	10	6.20	
	9.00	393.87	A MURPHY JCT.	E L 18	6.15	
P. M.					P. M.	
Daily ex. Sunday					Daily ex. Sunday	
23					210	

**SUPERIORITY OF TRAINS—Continued**

Other freight trains will let fast freight trains by without delay. Local freight trains will let fast freight trains by without delay and will be prompt in allowing other freight trains to pass. Unless otherwise directed by train order, trains specified in this rule will not protect against following extra trains between points shown: Nos. 13 and 14 between South Etowah and Copperhill. Nos. 21 and 22 between South Etowah and Murphy Jet. Nos. 210 and 23 between Murphy Jet. and Murphy. Nos. 15 and 16 between Blue Ridge and Ball Ground. Nos. 5 and 6 between Ball Ground and Elizabeth.

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.

**USE OF SIDINGS**

All northward second-class and inferior trains will use Junta siding except when the towerman lines the route for main line movement.

**COPPERHILL**

At Copperhill the normal position of the main track switches at the extreme north and south ends of the yard are for yard movement. That

(Continued on page 10)

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

**Southward BLUE RIDGE AND MARIETTA Northward**

SECOND CLASS		Distance from Louisville	TIME TABLE No. 43 Takes effect Sunday, April 28, 1963, at 12:01 P. M. Eastern Standard Time	Car Capacity of Sidings based on 44 feet per car	Second Class	
15	5				6	16
Local Freight Daily ex. Sunday A. M.	Freight Daily ex. Sunday P. M.				Freight Daily ex. Sunday A. M.	Local Freight Daily ex. Sunday P. M.
5.30		395.47	L BLUE RIDGE	DE 14		3.00
5.45		400.97	LUCIUS	19		2.20
6.15		410.77	ELLIJAY	D 29		1.30
9.25		420.87	WHITESTONE	D 14		11.20
9.40		425.07	TALKING ROCK	32		10.50
10.00		429.17	WESTBROOK	13		10.15
10.05 <sup>16</sup>		430.87	RUDEN	28		10.05 <sup>15</sup>
11.05		431.47	JASPER	D 15		9.50
11.20		436.37	TATE	NC 27		9.40
11.50		439.17	NELSON	37		9.00
12.20	4.00	442.67	BALL GROUND	D 20	5.30	8.50
	4.12	445.37	GOBER	18	5.15	
	4.30	448.87	KEITHSBURG	20	5.00	
	5.00	454.27	CANTON	D 26	4.30	
		457.87	UNIVETER			
	5.20	459.89	HOLLY SPRINGS	18	4.13	
	5.30	461.97	TOONIGH	19	4.03	
	5.45	465.77	WOODSTOCK	NC 28	3.55	
		474.17	WESTOAK	18	3.35	
	6.15	476.57	ELIZABETH	Yard	3.30	
		477.89	A MARIETTA	NC L		
P. M.	P. M.				A. M.	A. M.
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
15	5				6	16

portion of the old main track from clearance point at north end to clearance point at crossover just north of the pumphouse is used for storing cars.

All northward trains arriving Copperhill will head through No. 10 track at south end.

**TATE**

At Tate the normal position of the main track switches will be for a passing track. The old main track from clearance point at south end and back to and through the south wye switch to end of tail track will be used for yard purposes and switches involved should be lined accordingly. The crossover leading from passing track to old main track must not be blocked by cars.

**APPLICATION OF SCHEDULE TIME AND POINT**

Station	Time Applies
Trevilion.....	Main Line: South leg of wye at cleas of turnout.
Etowah.....	Clearfork Branch: South leg of wye: point east wye turnout.
Junta.....	At first cross-over south of signals 33 for Etowah-Junta sub-division tra: Schedules of trains into and out of J on the main track between the N and the South Switch.
Murphy Junction....	At north "Y" main line switch fo ward trains.
	At south "Y" main line switch fo ward trains.
Elizabeth.....	At main line switch, Elizabeth yard.

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

**RAILS ON INDUSTRIAL BRANCHES AND SPURS**

For train movement purposes only the following branches are designated as industrial spurs on which trains may operate without train orders or time table schedule:

- Cow Creek Branch—Dossett to Windrock;
- Crooked Fork Branch—Kilsyth to Roosevelt;
- Hog Camp Branch—Ilford to Westbourne;
- Maryville Branch—Armona to Maryville;
- Pine Mountain Branch—Savoy to Gatliff.

A derail has been installed at the entrance to each of these branches or spurs and the following exception to the requirements of Rule 104-F is made:

Deraill will be kept set in normal position at all times, except when spur is occupied by an engine or train. When derail is in normal position set to derail, it will indicate that no train or engine is operating on the spur, and that movements may be made to the spur without train orders.

When the derail is set and locked off of the track it will indicate to all concerned that a train or engine is making movement on the spur, and no other train or engine movement may be made unless protected in accordance with Rule 99.

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

Trains	Stations	Requirements
5	Blue Ridge	Clearance Form A not required
2	Blue Ridge	Clearance Form A not required
5	Ball Ground	Clearance Form A not required
5	Elizabeth	Clearance Form A not required
0	LaFollette	Clearance Form A not required

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

Schedule Arriving	At Station	Proceed as
No. 88	Athens	87
No. 87	Englewood	88 or 83 as required
No. 83	Tellico Plains	84
No. 84	Englewood	89
No. 88	Jena	89
No. 13	Copperhill	14 Note.
No. 22	Murphy Jet	210
No. 210	Murphy	23
No. 23	Murphy Jet	22

This does not affect Rule S-87.

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

Extra trains may be created by authority of the train dispatcher through the use of Clearance Form A. Operators will show on the Clearance Form A in space provided for "Number" the word "Extra" followed by the number of engine and direction of movement. Extra trains so created will proceed as directed but in no case will they proceed outside of the Corbin-Etowah territory.

Work Extras may be created by authority of the train dispatcher in territory between Corbin and Etowah (not including branches) through the use of Clearance Form A. Operators will show on the Clearance Form A in the space provided for "Number" the words "Wk. Ex." followed by the number of the engine. Work Extras so created will proceed as directed, but in no case will they proceed beyond the Corbin-Etowah territory unless authorized by train order.

**TOPS FOR PASSENGERS**

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

Trains	Stations
No. 18	Chatsworth for revenue passengers from Atlanta and beyond and for Cincinnati, Louisville and beyond.

**SPECIAL MOVEMENTS**

**Corbin Terminals**

Switchtenders are located at following points:

- North end of East Yard.
- North end of West Yard.

Switchtenders will use yellow flags by day and yellow lights by night for signaling, except that switchtenders at north end of West Yard will use green flags and lights for signaling to northward passenger

trains from passenger yard, 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.

There will be no switchtender-herder on duty at the north end of East Yard from 7:00 A.M. Saturdays to 3:00 P.M. Mondays.

There will be no switchtender-herder on duty at the north end of West Yard from 7:00 A.M. to 3:00 P.M. on Sundays and Mondays.

In the absence of switchtender-herders, yardmasters will assign tracks.

Second class and inferior trains and engines will handle their own switches for movements to be made where switchtender-herders are not on duty.

The switches at Center Street will be lined for inbound freight movements and the switches at north end of highline 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.

Switches for first class trains will continue to be handled by switchtender-herders.

Cincinnati Division double track extends through passenger yard to a point just north of Signal No. 1728 located near freight house shed.

The top arm of signal 1728 governs movements over northward main to clearance point of the outbound Cincinnati division freight main. The lower arm governs movements over the southward main to a point about 100 ft. south of Center Street underpass, and also into tracks 1, 2 and 4.

The top light of color light Signal No. 1711, located just north of Early Addition crossing governs movements over southward main to Signal No. 1725 at the freight house. The middle light governs movements over the inbound Cincinnati Division freight main to freight yards. The third, or bottom light, governs movements either to the northward or southward main, or into station tracks 1, 2 or 4.

The top light of dwarf signal No. 1724 governs movements on the northward main to signal No. 1714. The second or bottom light governs movements on southward main to signal No. 1711. This signal will display indications as follows:

- Red over Red—Stop
- Green over Red—Proceed
- Yellow over Red—Approach
- Red over Yellow—Restricting

Inbound trains will be governed by signal indications, and signal from switchtender will not be required.

All trains will approach crossovers north and south of Center Street at restricted speed.

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

All trains, or engines, will not exceed speed of 10 mph passing platforms, Corbin passenger station.

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.

Southward Knoxville & Atlanta division second class and inferior trains will use the extreme east track from the East Yard to the siding at Woodbine, and proceed through Woodbine siding, receiving movement order and/or clearance authority at Corbin 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 crossover at Bacon Creek and enter the East Yard through the Bacon Creek crossover and switching drill (which is the west drill track). Such trains will not use siding at Woodbine except by permission of the train dispatcher which may be given by signal indication.

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.

**KNOXVILLE**

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

**ETOWAH**

Northward New Line freight trains, unless otherwise instructed, will head into yard at Etowah through south (new) crossover.

**NELSON**

All trains stop and flag past overhead crane which crosses main line just north of first crossing north of depot.

**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**

Look out for unloading conveyors alongside of, and under business and industrial tracks.

When Diesel locomotives are operated in multiples of two or more units, the lead unit only will display the signals as prescribed by Rules 20 and 21, and the number of the lead unit only will be used in designating the train on Clearance Form A, train orders and in the registration of trains.

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

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

Trains or engines not having right of track through tunnel at Holton must protect by flag.

The wye switch at Jena leading from Old Line to north leg of wye will be in normal position when lined for movement to north leg of wye. Southward Old Line trains will approach the wye at Jena at restricted speed. Do not leave cars in storage track blocking either leg of wye without permission from Chief Dispatcher.

Look out for cars on siding at Armona and on main track at Oliver Springs.

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.

No. 88 will leave the East and North wye switches at South Athens set for direct movement between Athens and North Athens until return of engine from North Athens enroute to Athens for No. 87.

No. 83 will leave main track switch leading from A. & T. main to the depot at Englewood lined for movement towards Tellico Plains from departure of No. 83 until arrival of No. 84 at Englewood.

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

Trains using wye switches at South Athens, A. & T. Branch leave the switches lined as is convenient on departing. All trains approach the wye switches at this location expecting to find them against their movement.

**TONNAGE RATING OF DIESEL UNITS**

FA-2, FB-2, RS-3, F-7A, F-7B, GP-7:

	Normal	A
Corbin to Chaska and Duff to West Knoxville	2500	23
Chaska to Duff	1550	14
West Knoxville to Junta	2750	25
Junta to Atlanta	1800	18
Atlanta to Junta	2000	18
Junta to West Knoxville and Duff to Corbin	2500	23
West Knoxville to Duff	1400	13
Etowah to Apalachia	2300	
Apalachia to Farner	1150	
Farner to Blue Ridge	1500	
Blue Ridge to Etowah	1250	
Blue Ridge to Talking Rock	1100	
Talking Rock to Westbrook	1000	
Westbrook to Marietta	1100	
Marietta to Blue Ridge	1100	
Murphy Branch—South	1000	
Murphy Branch—North	1100	

**DOUBLING RATING:**

Blue Ridge to Etowah	2450
Apalachia to Farner	2300

**Storage tracks with capacities as indicated:**

Savoy	150 c
Higeliff	42 c
Morley	165 c
Habersham	57 c
Duff	69 c
Kilsyth	30 c
Vasper	33 c
Dossett	25 c
Croydon	54 c
Edgemoor	33 c
Kingsley	42 c
Bolivar	71 c

**GENERAL RULE**

Tonnage of unweighed loads of coal shall be estimated as if in connection with the loading of freight trains:

- 100,000 lbs. capacity cars—73 tons.
- 140,000 lbs. capacity cars—100 tons.

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

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

A variation of 35 tons is permissible in loading trains having one or more Diesel units.

**G. T. BREUNIG,**  
Train Master,  
KNOXVILLE, TENN.

**T. E. SCHWIND,**  
Assistant Train Master,  
KNOXVILLE, TENN.

**M. R. McCLURE,**  
Chief Train Dispatcher,  
KNOXVILLE, TENN.

**F. MAUNEY,**  
Traveling Engineer,  
KNOXVILLE, TENN.

**L. B. CHILDERS,**  
Traveling Engineer,  
KNOXVILLE, TENN.

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Knoxville, Tenn.  
Dr. J. D. MARTIN, Ga. & N. C.,  
Atlanta, Ga.  
Dr. K. P. SMITH, Associate  
Corbin, Ky.

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Dr. FRANK CATRON,  
Corbin, Ky.  
Dr. B. D. SANDERS,  
Dr. L. X. BROWN,  
Williamsburg, Ky.  
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Dr. DANA W. NANCE,  
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Dr. W. A. ROGERS,  
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