

**BUSINESS TRACKS AND STATIONS NOT SHOWN  
AS STATIONS ON TIME TABLE**

**Between Bristol and Knoxville**

Name	Location	Name	Location
Star Mill	Mile 21.3 A	Mosheim	Mile 65.5 A
Reeves	" 29.0 A	Alpha	" 94.6 A
*Miller	" 29.9 A	American Zinc Co.	" 101.0 A
Washington College	" 40.2 A	Holston Quarry Co.	" 114.5 A
Chuckey	" 47.1 A		

**Between Morristown and Asheville**

Ellerson	Mile S 165.4	Lanceville	Mile S 186.2
Redmon	" S 166.0	Burnett	" S 192.1
Stackhouse	" S 174.8		

**Between Knoxville and Ooltewah**

Dedie	Mile 135.1 A	Calhoun	Mile 200.3 A
Martel	" 150.4 A	Tucker Springs	" 219.5 A
Wood	" 174.0 A	Wells	" 224.8 A

**Between Knoxville and Middlesboro**

Chesney	Mile 24.3 CG	Snodgrass	Mile 50.3 CG
*Dutch	" 39.5 CG	Combs	" 57.1 CG

**Between Knoxville and Harriman, Clinton and Fonde**

Inskip	Mile 3.9 C	*Titus	Mile 46.0 C
Dante	" 5.8 C	Stanfel	" 51.3 C
Jordan	" 11.5 C	Anthras	" 76.5 C
Maples	" 25.5 C	Eagan	" 77.0 C
*Offutt	" 27.0 C	Dilley	" 77.6 C
Disney	" 33.5 C	Clairfield	" 79.1 C
Sun Coal Co.	" 37.9 C	Ausmus	" 80.5 C
High Point Coal Co.	" 39.0 C	Valley Creek	" 81.3 C
Red Ash	" 39.4 C	Pruden	" 84.0 C
Silica	" 40.4 C	Back Creek Coal Co.	" 84.3 C
Block	" 42.0 C	Dosssett	" 27.0 D
Diamond Coal Co. No. 3	" 43.2 C	Ray Siding	" 37.2 D
Diamond Coal Co. No. 7	" 43.5 C	Scandlyn	" 38.8 D

\*No side track.

**TRAIN ORDER OFFICES ARE CLOSED ON WEEK  
DAYS AS FOLLOWS:**

Bluff City	2.00 P.M. to 6.00 A.M.	North Athens	5.00 P.M. to 8.00 A.M.
Jonesboro	5.00 P.M. to 8.00 A.M.	Riceville	5.00 P.M. to 8.00 A.M.
Telford	3.00 P.M. to 7.00 A.M.	Charleston	4.00 P.M. to 7.00 A.M.
Limestone	3.00 P.M. to 7.00 A.M.	Calhoun	3.00 A.M. to 4.00 P.M.
Barnard	2.30 P.M. to 6.30 A.M.	Powell	4.30 P.M. to 7.30 A.M.
Wolf Creek	11.00 P.M. to 7.00 A.M.	Lake City	4.00 P.M. to 7.00 A.M.
White Pine	4.30 P.M. to 7.30 A.M.	Careyville	5.00 P.M. to 8.00 A.M.
Jefferson City	5.00 P.M. to 8.00 A.M.	Pioneer	4.00 P.M. to 7.00 A.M.
Mascot	11.00 P.M. to 7.00 A.M.	Newcomb	4.30 P.M. to 7.30 A.M.
Concord	3.45 P.M. to 6.45 A.M.	Jellico	9.00 P.M. to 4.00 A.M.
Philadelphia	4.00 P.M. to 8.00 A.M.	Luttrell	5.00 P.M. to 8.00 A.M.
Loudon	3.00 P.M. to 7.00 A.M.	Tazewell	5.00 P.M. to 8.00 A.M.
Niota	3.30 P.M. to 7.30 A.M.	Tiprell	5.00 P.M. to 8.00 A.M.
		Cumberland Gap	3.30 P.M. to 6.30 A.M.

**TRAIN ORDER OFFICES, ARE CLOSED ON  
SUNDAYS AS FOLLOWS:**

Bluff City	All day	Niota	All day
Jonesboro	5.00 P.M. to 8.00 A.M.	Riceville	All day
Telford	All day	Charleston	All day
Limestone	All day	Calhoun	All day
Barnard	All day	Powell	4.30 P.M. to 7.30 A.M.
Wolf Creek	11.00 P.M. to 7.00 A.M.	Tiprell	All day
White Pine	All day	Tazewell	All day
Jefferson City	5.00 P.M. to 8.00 A.M.	Luttrell	All day
Mascot	All day	Lake City	All day
Concord	All day	Careyville	All day
Loudon	3.00 P.M. to 7.00 A.M.	Pioneer	All day
Philadelphia	All day	Newcomb	All day

Telephones are in Section Foremen's Residences at Alpha, Talbott, Jefferson City, McMillan, on Leadvale cutoff near Mile Posts 4 B. L., 8 B. L. and 10 B. L., Coopers Bluff and Mile Post 26.5-A and Crusher Track M. P. 118.4-A. Martel M. P. 150.4-A near tool house.

**FLOYD BRUNER**  
East Marion, N. C.

**SOUTHERN RAILWAY SYSTEM**

**CENTRAL LINES**

**Knoxville Division**

**TIME TABLE No.**

**36**

Effective 12:01 A. M. (Central Time)

**SUNDAY, DECEMBER 6, 1942**

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

**O. B. KEISTER** - - - - - General Manager  
**S. S. BROOKS** - General Superintendent Transportation  
**F. M. HAIR** - - - - - Superintendent

**BRISTOL—MORRISTOWN—WESTBOUND**

Capacity of Tracks in Cars		TIME TABLE NO. 36 In effect Dec. 6, 1942	FIRST CLASS					SECOND CLASS		
Siding	Other		17 Daily	1 Daily	41 Daily	5 Daily	45 Daily	75 Daily	73 Daily	65 Ex. Sun.
STATIONS			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.
.....	Yard	WYC..... BRISTOL .....Lv	A.M. 2 50 <sup>18</sup>	A.M. 5 10	A.M. 9 40 <sup>4</sup>	P.M. 12 15 <sup>75</sup>	P.M. 4 35	P.M. 12 25 <sup>5</sup>	P.M. 11 30	A.M. 6 05
63	11	..... VANCE ..... 8 0	3 00	f 5 19	9 51 <sup>46</sup>	12 25	4 45	12 45 <sup>64</sup>	11 50	6 20
60	60	..... BLUFF CITY .....D 5 2	3 08	s 5 28	10 02	12 33 <sup>64</sup>	4 52	1 00	12 05 <sup>72</sup>	6 35
18	W	..... PINEY FLATS ..... 3 8	3 15	s 5 36	10 08	12 40	4 58	1 15	12 20	6 50
.....	37	..... WATAUGA ..... 4 0	3 20	s 5 43	10 13	12 45	5 04	1 25	12 30	7 10
.....	250	W..... CARNEGIE .....P 0 3	3 25	5 49	10 17	12 50	5 10	1 40	12 45	7 50 <sup>74</sup>
47	.....	JOHNSON CITY East Siding .. 0 7	3 26	5 50	10 20	12 51	5 11	1 45	12 49	7 55
.....	W	JOHNSON CITY .....N	s 3 35	s 6 05	s 10 27	s 1 00	s 5 18	.....	.....	.....
100	.....	Y. JOHNSON CITY West Siding P 8 0	3 38	6 07	10 30	1 03	5 20	1 55	12 55	8 00
86	32	..... JONESBORO .....D 4 9	3 50	s 6 19	s 10 41	s 1 14	x 5 30 <sup>42</sup>	2 15	1 22 <sup>18</sup>	8 20 <sup>4</sup>
75	40	W..... TELFORD .....D 5 3	3 57	s 6 26	10 48	1 21	5 36	2 30	1 35	8 33
69	26	..... LIMESTONE .....D 7 2	4 04	s 6 37 <sup>74</sup>	10 55	1 28	5 43 <sup>6</sup>	2 45	1 50	8 59 <sup>46</sup>
60	30	..... AFTON ..... 8 1	4 14	f 6 49	11 05 <sup>64</sup>	1 40	5 52	3 05	2 05	9 15
70	.....	GREENEVILLE East Siding .. 0 1	4 22	6 58	11 12	1 48	6 01	3 20	2 18	9 55
180	W	GREENEVILLE .....N	s 4 25	s 7 07	s 11 15	s 1 52	s 6 05	.....	.....	.....
53	.....	GREENEVILLE West Siding .. 6 7	4 28	7 08	11 16	1 54	6 06	3 25	2 20	10 35 <sup>64</sup>
80	.....	..... RADER ..... 4 0	4 37	f 7 19 <sup>4</sup>	11 25	2 03	6 16	3 40	2 35	10 53
40	8	..... MIDWAY ..... 3 9	4 42	f 7 30	11 31	2 09	6 22	3 50	2 45	11 10
68	34	..... MOHAWK ..... 4 3	4 48	s 7 37	11 36	2 15	6 27	4 26 <sup>42</sup>	2 55	11 20
42	150	W..... BULLS GAP .....N	4 54	s 7 47	s 11 43 <sup>65</sup>	s 2 22	6 33	4 45 <sup>6</sup>	3 05	11 43 <sup>41</sup>
71	.....	WYC. BULLS GAP Siding ...P 3 0	4 55 <sup>74</sup>	7 50	11 45	2 24	6 34	4 50	3 15	11 50
75	20	..... WHITESBURG ..... 3 8	4 59	s 8 07 <sup>46</sup>	11 49	2 28	6 38	5 00	3 25	12 02
110	6	..... RUSSELLVILLE ..... 8 4	5 05	f 8 14	11 55	2 33	6 44	5 10	3 35	12 10
.....	132	WY..... MORRISTOWN .....N Ar	s 5 15	s 8 22	s 12 03	s 2 45	s 6 52	5 25 P.M.	3 55 A.M.	12 45 P.M.
			Daily 17	Daily 1	Daily 41	Daily 5	Daily 45	Daily 75	Daily 73	Ex. Sun 65

**BULLS GAP—LEADVALE**

WESTBOUND SECOND CLASS				Capacity of Siding in Cars	Miles from Bulls Gap	Station Nos.	TIME TABLE NO. 36 In effect Dec. 6, 1942		EASTBOUND SECOND CLASS	
	83 Daily	81 Daily	STATIONS				82 Daily	84 Daily		
	P.M.	A.M.	Lv.				Ar	A.M.	P.M.	
.....	12 30	5 20	0	17.0	S216	..... LEADVALE .....N	6 50	6 10		
.....	12 50	5 40	91	9.0	9 BL	..... SUSONG .....P	6 30	5 50		
.....	1 10 P.M.	6 00 <sup>82</sup> A.M.	Yard	0.0	76 A	WYC..... BULLS GAP .....N Ar	6 10 <sup>81</sup> A.M.	5 30 P.M.		
	Daily 83	Daily 81					Daily 82	Daily 84		

MORRISTOWN—BRISTOL—EASTBOUND

KNOXVILLE 3

Miles from Bristol	Station No.	TIME TABLE NO. 36 In effect Dec. 6, 1942 STATIONS	FIRST CLASS					SECOND CLASS		
			4	46	42	6	18	74	72	64
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
.0	0 A	WYC..... BRISTOL .....N Ar.	A.M. 9 35 <sup>41</sup>	A.M. 10 05 <sup>4</sup>	P.M. 6 45 <sup>6</sup>	P.M. 7 10 <sup>42</sup>	A.M. 2 30 <sup>17</sup>	A.M. 9 00	A.M. 1 50	P.M. 1 30
6.0	6 A	..... VANCE ..... f	9 20	9 54 <sup>41</sup>	6 20	6 56	2 15	8 35	12 20	12 45 <sup>75</sup>
11.2	11 A	..... BLUFF CITY .....D	9 11	9 46	6 10	6 48	2 06	8 20	12 05 <sup>73</sup>	12 33 <sup>5</sup>
16.0	16 A	..... PINEY FLATS ..... s	9 02	9 40	6 03	6 41	1 58	8 10	11 50	12 20
19.8	20 A	..... WATAUGA ..... s	8 54	9 34	5 56	6 34	1 51	8 00	11 40	12 11
23.8	24 A	W..... CARNEGIE .....P	8 47	9 28	5 50	6 28	1 45	7 50 <sup>65</sup>	11 30	12 01
24.1	.....	JOHNSON CITY East Siding .. s	8 46	9 27	5 48	6 27	1 44	7 35	11 20	12 00
24.8	25 A	W..... JOHNSON CITY.....N	8 45	9 26	5 47	6 25	1 43			
25.1	.....	Y. JOHNSON CITY West Siding P	8 30	9 21	5 40	6 14	1 33	7 25	11 15	11 58
33.1	33 A	..... JONESBORO .....D	8 20 <sup>65</sup>	9 12	5 30 <sup>45</sup>	6 03	1 22 <sup>73</sup>	7 05	10 55	11 46
38.0	38 A	W..... TELFORD .....D	8 10	9 06	5 21	5 53	1 16	6 50	10 40	11 35
43.8	43 A	..... LIMESTONE .....D	8 00	8 59 <sup>65</sup>	5 14	5 43 <sup>45</sup>	1 08	6 37 <sup>1</sup>	10 25	11 25
50.5	50 A	..... AFTON ..... f	7 47	8 50	5 04	5 30	12 58	6 20	10 10	11 05 <sup>41</sup>
56.6	.....	GREENEVILLE East Siding ..	7 37	8 41	4 55	5 20	12 49	6 05	9 55	10 40
56.7	57 A	W..... GREENEVILLE .....N	7 35	8 40	4 54	5 18	12 48			
56.8	.....	GREENEVILLE West Siding ..	7 29	8 36	4 49	5 13	12 44	6 00	9 50	10 35 <sup>65</sup>
63.5	63 A	..... RADER ..... f	7 19 <sup>1</sup>	8 27	4 37	5 03	12 34	5 40	9 30	10 15
67.5	67 A	..... MIDWAY ..... f	7 03	8 22	4 31	4 57	12 28	5 30	9 20	10 05
71.4	71 A	..... MOHAWK ..... s	6 55	8 17	4 26 <sup>75</sup>	4 52	12 22	5 20	9 10	9 55
75.7	76 A	W..... BULLS GAP .....N	6 45	8 12	4 20	4 45 <sup>75</sup>	12 16	5 10	9 00	9 42
76.0	.....	WYC. BULLS GAP Siding ...P	6 35	8 11	4 18	4 41	12 15	4 55 <sup>17</sup>	8 50	9 40
79.0	79 A	..... WHITESBURG ..... s	6 30	8 07 <sup>1</sup>	4 14	4 37	12 11	4 36	8 40	9 30
82.6	83 A	..... RUSSELLVILLE ..... f	6 25	8 02	4 10	4 32	12 06	4 28	8 30	9 15
89.0	89 A	WY.... MORRISTOWN ....N Lv.	6 15 A.M.	7 53 A.M.	4 00 <sup>6</sup> P.M.	4 22 <sup>42</sup> P.M.	11 55 P.M.	4 13 A.M.	8 10 P.M.	9 00 A.M.
			Daily 4	Daily 46	Daily 42	Daily 6	Daily 18	Daily 74	Daily 72	Ex. Sun. 64

KNOXVILLE 4

MORRISTOWN—KNOXVILLE—WESTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 36		FIRST CLASS							
		In effect Dec. 6, 1942									
Siding	Other	STATIONS		17 Daily		1 Daily	41 Daily	5 Daily	11 Daily	45 Daily	27 Daily
	132	WY.....	MORRISTOWN .....Lv N	A.M. 5 20		A.M. 8 27	P.M. 12 05	P.M. 2 50	P.M. 5 30 <sup>75</sup>	P.M. 6 55	P.M. 8 50
			EAST END DOUBLE TRACK.....	5 21		8 28 <sup>64</sup>	12 06	2 51	5 31	6 56	8 51
74	73		NEW LINE .....PN	5 25 <sup>53</sup>		8 32	12 10	2 55	5 35	7 00	8 55
	8		TALBOTT .....P	5 32		f 8 42	12 17	3 02	f 5 43	7 06	9 02
E 73 W 66	5		KEISTER .....P	5 35		8 46	12 20	3 05	5 47	7 09	9 05
	40	W.....	JEFFERSON CITY .....PD	5 37		s 8 51	s 12 24	s 3 10	s 5 51	7 12	s 9 09
	16		NEW MARKET .....P	5 44		s 8 58	12 31	3 16	f 6 00	7 18	9 16
60	4		HODGES .....P	5 50		f 9 08	12 37	3 22 <sup>59</sup>	f 6 07	7 24	9 22
	24		STRAWBERRY PLAINS.....P	5 53		f 9 12	12 40	3 25	f 6 11	7 27	9 25
	280		MASCOT .....PD	5 57		s 9 18	12 43	3 28	f 6 15	7 30	9 28
			MCMILLAN .....P	6 04		f 9 26	12 48	3 34	6 22	7 35	9 33
	Yard	WYC.	EAST END JOHN SEVIER YARD P	6 05		9 27	12 49	3 35	6 23	7 36	9 34 <sup>54</sup>
	Yard		WEST END JOHN SEVIER YARD ...	6 09		9 32	12 53	3 41	6 27	7 40	9 38
			WEST END OF DOUBLE TRACK ....	6 17		9 41	1 01	3 50	6 36	7 48	9 46
	Yard	W.....	KNOXVILLE .....N Ar	6 20		9 45	1 05	3 55	6 40	7 50	9 50
				Daily 17		Daily 1	Daily 41	Daily 5	Daily 11	Daily 45	Daily 27

MORRISTOWN—EAST END JOHN SEVIER YARD—WESTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 36		SECOND CLASS						
		In effect Dec. 6, 1942								
Siding	Other	STATIONS		53 Daily		73 Daily	59 Daily	55 Daily	75 Daily	65 Ex. Sun.
	132	WY.....	MORRISTOWN .....Lv N	A.M.		A.M. 4 00	P.M.	P.M.	P.M. 5 35 <sup>11</sup>	P.M. 12 45
			EAST END DOUBLE TRACK.....			4 02 <sup>74</sup>			5 36	12 46
74	73		NEW LINE .....PN	5 30 <sup>17</sup>		4 10 <sup>55</sup>	2 20	4 15 <sup>73</sup>	5 45	1 00
	8		TALBOTT .....P							1 15
E 73 W 66	5		KEISTER .....P	5 45		4 30	2 40	4 30	6 00	1 35
	40	W.....	JEFFERSON CITY .....PD	5 50		4 35	2 50	4 35	6 05	1 50
	16		NEW MARKET .....PD	6 00		4 45	3 00	4 45	6 15	2 05
60	4		HODGES .....P	6 15		4 55	3 22 <sup>5</sup>	5 00	6 30	2 15
	280		MASCOT .....PD	6 30		5 10	3 37	5 20	6 50	2 30
	Yard		EAST END JOHN SEVIER YARD P Ar.	6 45 <sup>73</sup>		7 00 <sup>53</sup>	4 00	6 45	7 15	2 45
				Daily 53		Daily 73	Daily 59	Daily 55	Daily 75	Ex. Sun. 65

**KNOXVILLE—MORRISTOWN—EASTBOUND**

KNOXVILLE 6

Miles from Bristol	Station Nos.	TIME TABLE NO. 36 In effect Dec. 6, 1942 STATIONS	FIRST CLASS						
			4 Daily	28 Daily	46 Daily	12 Daily	42 Daily	6 Daily	18 Daily
89.0	89 A	WY..... MORRISTOWN ..... Ar. 0.1	A.M. 6 07	A.M. 7 10	A.M. 7 50	A.M. 9 38	P.M. 3 55 <sup>6</sup>	P.M. 4 17 <sup>42</sup>	P.M. 11 50
89.1		..... EAST END DOUBLE TRACK ..... 2.3	6 06	7 09	7 49	9 37	3 54	4 16	11 48
91.4	91 A	..... NEW LINE ..... PN	6 03	7 05	7 44	9 33	3 50	4 12	11 45
97.1	97 A	..... TALBOTT ..... P 5.7	f 5 54	6 58	7 37	f 9 25	3 43	4 05	11 37
100.0	100 A	..... KEISTER ..... P 2.9	5 50	6 55	7 34	9 21	3 40	4 02	11 34
101.8	102 A	W..... JEFFERSON CITY ..... PD 1.8	s 5 47	g 6 52	7 32	s 9 18	s 3 37	s 3 58	11 31
105.9	106 A	..... NEW MARKET ..... P 4.1	s 5 38	6 45	7 27	s 9 07	3 29	3 49	11 25
111.4	111 A	..... HODGES ..... P 8.8	f 5 31	6 38	7 21 <sup>56</sup>	9 00	3 22	3 42	11 19
114.2	114 A	..... STRAWBERRY PLAINS ..... P 2.8	f 5 27	6 35	7 19	f 8 56	3 19	3 39	11 16
116.9	117 A	..... MASCOT ..... PD 2.7	s 5 23	6 32	7 16	s 8 52	3 16	3 36	11 12
121.2	121 A	..... MCMILLAN ..... P 4.3	f 5 16	6 26	7 10	8 46	3 10	3 30	11 06
121.7	123 A	..... EAST END JOHN SEVIER YARD .. P 0.8	5 15	6 25	7 09 <sup>64</sup>	8 45	3 09	3 29	11 05
125.1		..... WEST END JOHN SEVIER YARD..... 3.4	5 10	6 20	7 05	8 40	3 05	3 25	11 00
130.6		..... WEST END OF DOUBLE TRACK..... 5.8	5 01	6 11	6 56	8 31	2 56	3 16	10 51
130.7	131 A	W..... KNOXVILLE ..... N 0.1 Lv.	A.M. 5 00	A.M. 6 10	A.M. 6 55	A.M. 8 30	P.M. 2 55 <sup>6</sup>	P.M. 3 15 <sup>42</sup>	P.M. 10 50
			Daily 4	Daily 28	Daily 46	Daily 12	Daily 42	Daily 6	Daily 18

**EAST END JOHN SEVIER YARD—MORRISTOWN—EASTBOUND**

Miles from Bristol	Station Nos.	TIME TABLE NO. 36 In effect Dec. 6, 1942 STATIONS	SECOND CLASS						
			74 Daily	56 Daily	50 Daily	52 Daily	72 Daily	54 Daily	64 Ex. Sun.
89.0	89 A	WY..... MORRISTOWN ..... Ar. 0.1	A.M. 4 13	A.M.	A.M.	P.M.	P.M. 8 02	P.M.	A.M. 8 57
89.1		..... EAST END DOUBLE TRACK ..... 2.3	4 10 <sup>73</sup>				8 00		8 56 <sup>1</sup>
91.4	91 A	..... NEW LINE ..... PN	4 00	7 58	11 40	7 00	7 50	11 00	8 45
97.1	97 A	..... TALBOTT ..... P 5.7							
100.0	100 A	..... KEISTER ..... P 2.9	3 30	7 45	11 20	6 45	7 30	10 43	8 25
101.8	102 A	W..... JEFFERSON CITY ..... PD 1.8	3 25	7 40	11 15	6 40	7 25	10 25	8 20
105.9	106 A	..... NEW MARKET ..... PD 4.1	3 15	7 30	11 04	6 25	7 10	10 00	7 50
111.4	111 A	..... HODGES ..... P 5.8	3 00	7 21 <sup>46</sup>	10 52	6 12	6 55	9 40	7 35
116.9	117 A	..... MASCOT ..... PD 5.8	2 45	6 45	10 40	6 00	6 40	9 28	7 25
121.7	123 A	..... EAST END JOHN SEVIER YARD .. P 4.8 Lv.	2 25	6 30	10 25	5 45	6 25	9 15 <sup>27</sup>	7 10 <sup>46</sup>
			A.M. Daily 74	A.M. Daily 56	A.M. Daily 50	P.M. Daily 52	P.M. Daily 72	P.M. Daily 54	A.M. Ex. Sun. 64

ASHEVILLE—NEW LINE—MORRISTOWN—WESTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 36 In effect Dec. 6, 1942	FIRST CLASS					SECOND CLASS		
Siding	Other				11 Daily	27 Daily	53 Daily	59 Daily	55 Daily	
		STATIONS			P.M.	P.M.	A.M.	A.M.	A.M.	
	Yard	WTC... ASHEVILLE .....Lv. (East End Double Track).....N			2 35	6 00	12 30 <sup>52</sup>	8 10	11 00	
		1.3 ..... MURPHY JCT. ....			2 38	6 04	12 35	8 15	11 05	
62	20	3.8 (West End Double Track).....P			f 2 44	6 13	12 45	8 25	11 15	
E 49 W 58	13	6.6 ..... ALEXANDER .....N			s 2 56	6 25	1 02	8 40	11 30	
E 80 W 58	2	5.4 ..... VOLGA .....P			3 04 <sup>50</sup>	6 34	1 17	8 53	11 42	
E 58 W 52	10	4.1 ..... ROLLINS .....P			3 10	6 40	1 30	9 12 <sup>28</sup>	12 07 <sup>56</sup> <sub>12</sub>	
	24	1.3 W..... MARSHALL .....N			s 3 14	s 6 43				
E 58 W 58	1	4.0 ..... NOCONA .....P			3 22	6 51	1 50 <sup>54</sup>	9 55	12 29	
	80	3.8 ..... BARNARD .....PD			s 3 28	6 57	2 00	10 05	12 40	
M 43 R 65 M 65 R 60	7	2.7 ..... SANDY BOTTOM ....P			f 3 33	7 01	2 10	10 15	12 50	
	35	5.5 W..... HOT SPRINGS .....N			s 3 45	s 7 15	2 30	10 50 <sup>56</sup>	1 15	
E 52 W 58	51	6.1 ..... PAINT ROCK .....P			f 3 58	7 27	3 05	11 14 <sup>12</sup>	1 40 <sup>50</sup>	
E 51 W 58	8	4.0 ..... WOLF CREEK ....PN			f 4 05	7 34	3 18	11 38	2 10	
E 61 W 60	20	5.6 ..... DELRIO .....P			s 4 15	7 42	3 35	11 55	2 25	
E 64 W 58	65	7.1 WY.... BRIDGEPORT .....N			s 4 30	7 54	3 55	12 20	2 40	
	52	4.5 ..... NEWPORT .....P			s 4 42	s 8 05				
E 65 W 52		1.4 ..... YALU .....P			4 45	8 08 <sup>52</sup>	4 10	12 40 <sup>50</sup>	2 55	
	67	5.9 ..... RANKIN .....P			f 4 54	8 17	4 30	1 00	3 10	
	77	2.1 WC.. LEADVALE SIDING ....N			4 58	8 20	4 35	1 20	3 25	
	55	0.4 ..... LEADVALE .....P			f 4 59	8 21	4 36	1 25	3 26	
E 75 W 68	20	2.8 ..... WHITE PINE ....PD			s 5 04	8 25	4 50	1 45	3 40	
	47	3.3 ..... WITT .....P			5 10	8 30	5 00	2 00	3 50	
	73	2.7 ..... ROE JCT. ....PN			5 16	8 36	5 15	2 10	4 05	
	74	3.0 ..... NEW LINE ....PN					5 25	2 20	4 15	
	132	3.4 WY.... MORRISTOWN .....N Ar.			s 5 25 P.M.	s 8 45 P.M.	A.M.	P.M.	P.M.	
					Daily 11	Daily 27	Daily 53	Daily 59	Daily 55	

MORRISTOWN—NEW LINE—ASHEVILLE—EASTBOUND

KNOXVILLE 7

Miles from Salisbury	Station No.	TIME TABLE NO. 36 In effect Dec. 6, 1942 STATIONS	FIRST CLASS				SECOND CLASS			
			28 Daily	12 Daily			56 Daily	50 Daily	52 Daily	54 Daily
141.0	S141	WTC... ASHEVILLE ..... Ar. N (East End Double Track) 1.3	A.M. 9 55	P.M. 12 50			P.M. 1 30	P.M. 5 00	A.M. 12 30 <sup>53</sup>	A.M. 3 30
142.3	S142	MURPHY JCT. .... 3.8	9 46	12 45			1 10	4 00	12 00	3 05
145.9	S146	(West End Double Track) CRAGGY ..... P 6.8	9 40	12 38			12 53	3 45	11 50	2 55
152.5	S158	ALEXANDER ..... N	9 30	12 25			12 35	3 20	11 30	2 35
157.9	S158	VOLGA ..... P 5.4	9 19	12 15			12 19	3 04 <sup>11</sup>	11 15	2 20
162.0	S182	ROLLINS ..... P 4.1	9 12 <sup>59</sup>	12 07 <sup>55</sup> 56			12 07 <sup>55</sup> 12	2 45	11 00	2 10
163.3	S163	W. MARSHALL ..... N s 1.3	9 10	12 04						
167.3	S187	NOCONA ..... P 4.0	9 01	11 53			11 30	2 30	10 35	1 50 <sup>53</sup>
170.9	S171	BARNARD ..... PD 3.8	8 55	11 46			11 20	2 20	10 25	1 40
173.6	S173	SANDY BOTTOM ..... P 2.7	8 51	11 40			11 10	2 15	10 15	1 30
179.1	S179	W. HOT SPRINGS ..... N s 3.5	8 40	11 28			10 50 <sup>59</sup>	2 00	9 55	1 15
185.2	S185	PAINT ROCK ..... P 6.1	8 30	11 14 <sup>59</sup>			10 35	1 40 <sup>55</sup>	9 30	12 55
189.2	S189	WOLF CREEK ..... PN 4.0	8 24	11 06			10 25	1 30	9 15	12 47
194.8	S195	DELRIO ..... P 5.6	8 16	10 57			10 10	1 18	9 00	12 35
201.9	S202	WY. BRIDGEPORT ..... N 7.1	8 06	10 45			9 50	1 00	8 40	12 20
206.4	S203	NEWPORT ..... P s 4.8	7 59	10 33						
207.8	S208	YALU ..... P 1.4	7 54	10 27			9 30	12 40 <sup>59</sup>	8 08 <sup>27</sup>	12 00
213.7	S214	RANKIN ..... P 5.9	7 46	10 17			9 15	12 26	7 49	11 47
215.8		WC. LEADVALE SIDING ..... N 2.1	7 43	10 15			9 10	12 20	7 43	11 40
216.2	S216	LEADVALE ..... P 0.4	7 36	10 08			8 48	12 09	7 32	11 35
219.0	S219	WHITE PINE ..... PD 2.8	7 32	10 02			8 28	12 03	7 25	11 25
222.3	S222	WITT ..... P 3.3	7 27	9 56			8 15	11 56	7 17	11 17
225.0	S225	ROE JCT. .... PN 2.7	7 23	9 52			8 08	11 50	7 10	11 10
228.0	91 A	NEW LINE ..... PN 3.0					7 58	11 40	7 00	11 00
228.4	89 A	WY. MORRISTOWN ..... N Lv. 3.4	7 14 A.M.	9 43 A.M.			A.M.	A.M.	P.M.	P.M.
			Daily 28	Daily 12			Daily 56	Daily 50	Daily 52	Daily 54

WEST END JOHN SEVIER YARD—OOLTEWAH—WESTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 36		FIRST CLASS				SECOND CLASS			
Siding		In effect Dec. 6, 1942		17	41	5	45	Mixed 63	53	51	55
Other		STATIONS		Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily
		Lv.		A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
.....	Yard	..	W. END JOHN SEVIER YD...	.....	.....	.....	.....	5 30	8 15	3 15	11 00
.....	Yard	5.8	WY..... KNOXVILLE .....N	6 30 <sup>63</sup>	1 15	4 10	8 05	6 00 <sup>17</sup>	8 35	3 35	11 50
.....	Yard	0.4	..... K. & A. JUNCTION..... (East End double track)	6 31 <sup>46</sup>	1 16	4 11	8 06	6 01	8 37	3 37	11 55
.....		1.2	..... West End Double Track ..P	6 33 <sup>46</sup>	1 18	4 13	8 08	6 03	8 57	3 42	12 05
E 92 W 92	8	3.8	..... BEARDEN .....P	6 40	1 23 <sup>52</sup>	4 21	8 14	6 27 <sup>46</sup>	9 10	3 54	12 30
E 93 W 92	6	4.1	..... EBENEZER .....P	6 45	1 28	4 26	8 19	6 40	9 20	4 05	12 45
85	15	4.9	..... CONCORD .....PD	6 51 <sup>63</sup>	1 33	4 33	8 25	6 51 <sup>17</sup>	9 30	4 15	1 00
92	3	2.7	..... BOYD .....P	6 54	1 36	4 36	8 28	6 56	9 35	4 21	1 10
E 92 W 92	100	8.2	W..... LENOIR CITY ....PN	f 7 02	s 1 43	s 4 45	z 8 36	7 10	9 50	4 35	1 45 <sup>56</sup>
.....	56	5.8	..... LOUDON .....D	f 7 14	s 1 52	s 5 00	z 8 48	7 24	.....	.....	.....
E 54 W 92	.....	0.6	..... LOUDON SIDING ....P	7 16	1 55 <sup>42</sup>	5 05	8 49 <sup>54</sup>	7 25	10 05	4 50	2 05
E 90 W 92	20	5.3	..... PHILADELPHIA ....PD	7 22	f 2 06 <sup>6</sup>	f 5 16 <sup>51</sup>	8 57	7 37	10 18 <sup>62</sup>	5 16 <sup>5</sup>	2 20
.....	71	8.5	W..... SWEETWATER ....PN	f 7 35	s 2 21	s 5 35	z 9 09	7 52	.....	.....	.....
E 92 W 82	.....	0.9	..... SWEETWATER SIDING ..P	7 36	2 24	5 37	9 10	8 00	10 35	5 45	2 45
E 92 W 92	15	3.8	..... REAGAN .....P	7 40	2 30	5 42	9 15 <sup>18</sup>	8 15	10 44	5 55	3 00
89	26	3.1	..... NIOTA .....PD	7 44	f 2 37	f 5 48	9 18	8 30	10 51	6 05	3 10
E 92 W 92	.....	4.9	..... HUTSELL .....P	7 49	2 45	5 55	9 23	8 40	11 00	6 15	3 25
.....	93	1.2	..... ATHENS .....P	f 7 53	s 2 51	s 6 05	z 9 25	8 50 <sup>62</sup>	11 03	6 20	3 28
E 107 W 92	.....	3.4	..... COILE .....P	7 58	2 59	6 10	9 30	9 06	11 12 <sup>52</sup>	6 35	3 38
.....	42	4.1	W..... RICEVILLE ....PD	8 02	f 3 07	f 6 16	9 34	9 20	11 20	6 45	3 50
E 92 W 92	9	2.9	..... SANFORD .....P	8 05 <sup>62</sup>	3 13	6 20	9 37	9 30	11 26	7 05 <sup>54</sup>	4 00
93	13	4.8	..... CHARLESTON ....PD	8 10	f 3 23	f 6 28	9 42	9 40	11 35	7 15	4 15
E 92 W 92	7	5.8	..... TASSO .....P	8 18	3 33	6 36 <sup>54</sup>	9 48	9 55	11 50	7 30	4 30
85	70	5.0	WC..... CLEVELAND ....PN	s 8 30	s 3 48	s 6 55	s 10 00	10 20 <sup>52</sup>	12 20 <sup>42</sup>	7 55	5 00
60	385	0.8	Y..... CLEVELAND YARD ....P	8 32	3 50	6 57	10 01	10 35	12 31 <sup>6</sup>	8 12 <sup>18</sup>	5 15
82	3	7.3	..... MCDONALD .....P	8 41	4 01	7 08	10 12	11 00	12 55	8 30	5 35
.....	.....	5.2	..... East End Double Track ..P	8 49 <sup>52</sup>	4 10	7 17	10 21 <sup>56</sup>	11 15	1 10	8 45	6 00
.....	37	0.8	W..... OOLTEWAH .....N	8 50	s 4 15	s 7 20	10 22	11 17	1 12	8 47	6 02
.....	Yard	12.8	..... CITICO .....N	.....	.....	.....	.....	11 50	2 00	9 30	8 00
.....	.....	2.1	..... CHATTANOOGA .....N (Terminal Station) Ar.	9 25	4 50	7 55	10 55	A.M.	P.M.	P.M.	A.M.
				Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily
				17	41	5	45	63	53	51	55
								Mixed			

**OLTEWAH—WEST END JOHN SEVIER YARD—EASTBOUND**

**KNOXVILLE 9**

Miles from Bristol	Station Nos.	TIME TABLE NO. 36 In effect Dec. 6, 1942 STATIONS	FIRST CLASS				SECOND CLASS			
			46 Daily	42 Daily	6 Daily	18 Daily	Mixed 62 Ex. Sun.	52 Daily	54 Daily	56 Daily
125.1		Ar. <b>W. END JOHN SEVIER YD.</b>	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
130.7	131 A	0.6 <b>WY..... KNOXVILLE</b> .....N	6 40	2 40 <sup>6</sup>	3 00 <sup>42</sup>	10 35	12 15	1 50	11 00	2 50
131.1		0.4 <b>K. &amp; A. JUNCTION</b> ..... (East End double track)	6 35 <sup>17</sup>	2 37	2 54	10 28	12 13	1 40	10 40	2 45
132.8		1.2 ..... <b>West End Double Track</b> ..P	6 33 <sup>17</sup>	2 35	2 52	10 26	12 08	1 32	10 35	2 40
136.1	136 A	3.8 ..... <b>BEARDEN</b> .....P	6 27 <sup>63</sup>	2 30	2 45	10 20 <sup>54</sup>	12 01	1 23 <sup>41</sup>	10 20 <sup>18</sup>	2 30
140.2	141 A	4.1 ..... <b>EBENEZER</b> .....P	6 22	2 25	2 42	10 14	11 45	1 08	9 55	2 20
145.1	145 A	4.9 ..... <b>CONCORD</b> .....PD	6 16	2 19	2 37	10 08	11 35	12 58	9 40	2 08
147.8	148 A	2.7 ..... <b>BOYD</b> .....P	6 13	2 16	2 34	10 05	11 20	12 53	9 30	2 00
154.0	154 A	0.2 W..... <b>LENOIR CITY</b> ....PN	6 05	\$ 2 07	\$ 2 27	f 9 58	11 05	12 40	9 10	1 45 <sup>58</sup>
159.6	160 A	0.6 ..... <b>LOUDON</b> .....D	\$ 5 54	\$ 1 57	\$ 2 15	f 9 45	10 35			
160.2		0.6 ..... <b>LOUDON SIDING</b> ....P	5 52	1 55 <sup>41</sup>	2 13	9 43	10 28	12 25	8 49 <sup>45</sup>	1 30
165.5	165 A	0.3 ..... <b>PHILADELPHIA</b> ....PD	5 46	f 1 43	f 2 06 <sup>41</sup>	9 35	10 18 <sup>53</sup>	12 15	8 35	1 15
172.0	172 A	0.5 W..... <b>SWEETWATER</b> ....PN	\$ 5 38	\$ 1 35	\$ 1 52	f 9 26	10 00			
172.9		0.9 ..... <b>SWEETWATER SIDING</b> ..P	5 35	1 30	1 46	9 21	9 30	12 00	8 20	12 55
176.7	176 A	3.8 ..... <b>REAGAN</b> .....P	5 31	1 26	1 41	9 15 <sup>45</sup>	9 20	11 50	8 10	12 45
179.8	180 A	3.1 ..... <b>NIOTA</b> .....PD	5 27	f 1 20	f 1 37	9 07	9 10	11 38	8 00	12 35
184.7	185 A	4.9 ..... <b>HUTSELL</b> .....P	5 22	1 12	1 29	9 02	8 55	11 25	7 50	12 23
185.9	186 A	1.2 ..... <b>ATHENS</b> .....P	\$ 5 20	\$ 1 09	\$ 1 27	f 9 00	8 50 <sup>63</sup>	11 22	7 45	12 20
189.3	189 A	3.4 ..... <b>COILE</b> .....P	5 14	1 00	1 18	8 50	8 30	11 12 <sup>33</sup>	7 35	12 10
193.4	193 A	4.1 W..... <b>RICEVILLE</b> ....PD	5 10	f 12 52	f 1 10	8 45	8 15	11 00	7 20	12 00
196.3	196 A	2.9 ..... <b>SANFORD</b> .....P	5 07	12 47	1 05	8 42	8 05 <sup>17</sup>	10 55	7 05 <sup>51</sup>	11 50
200.9	201 A	4.6 ..... <b>CHARLESTON</b> ....PD	5 02	f 12 39	f 12 57	8 37	7 45	10 45	6 55	11 35
206.7	207 A	0.8 ..... <b>TASSO</b> .....P	4 56	12 30	12 49	8 30	7 33	10 35	6 36 <sup>5</sup>	11 20
212.7	213 A	0.0 WC..... <b>CLEVELAND</b> ....PN	\$ 4 48	\$ 12 20 <sup>53</sup>	\$ 12 40	\$ 8 20	7 20	10 20 <sup>63</sup>	6 05	11 05
213.5		0.8 Y.... <b>CLEVELAND YARD</b> ....P	4 43	12 11	12 31 <sup>53</sup>	8 12 <sup>51</sup>	7 18	9 46	5 50	11 00
220.8	221 A	7.3 ..... <b>MCDONALD</b> .....P	4 33	12 00	12 19	8 03	7 05	9 20	5 30	10 41
226.0		0.2 ..... <b>East End Double Track</b> ..P	4 25	11 51	12 09	7 55	6 52	9 07 <sup>17</sup>	5 10	10 21 <sup>45</sup>
226.6	227 A	0.6 W..... <b>OLTEWAH</b> .....N	4 24	\$ 11 48 <sup>6</sup>	\$ 12 08 <sup>42</sup>	7 54	6 50	9 05	5 05	10 10
239.5	240 A	12.9 ..... <b>CITICO</b> .....N					6 20	8 30	4 30	9 30
241.6	242 A	2.1 ..... <b>CHATTANOOGA</b> ....N (Terminal Station) Lv.	4 00 A.M.	11 20 A.M.	11 40 A.M.	7 30 P.M.	A.M.	A.M.	P.M.	P.M.
			Daily 46	Daily 42	Daily 6	Daily 18	Ex. Sun. 62	Daily 52	Daily 54	Daily 56
							Mixed			

KNOXVILLE 10 JOHN SEVIER YARD—KNOXVILLE—HARRIMAN—WESTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 36 In effect Dec. 6, 1942	FIRST CLASS				SECOND CLASS					
Siding	Other		STATIONS	1 Daily	27 Daily					51 Daily	53 Daily	59 Daily
		Lv.	A.M.	P.M.					A.M.	A.M.	P.M.	P.M.
	Yard	KNOXVILLE ..... N	10 10	10 10								
		0.3 K. & A. Y. JCT. ....	10 11	10 11								
	Yard	1.7 Y. .... K. C. JCT. .... P	f10 17	10 17								
		West End JOHN SEVIER YD. (East End Double Track)							A.M. 3 30	A.M. 8 30 <sup>90</sup>	P.M. 4 05	P.M. 9 30
		3.6 (West End Double Track)										
		Y. .... BEVERLEY BLOCK ... P							3 50	8 41	4 25 <sup>84</sup>	9 50
55		3.7 Y. .... OAKWOOD ..... P							4 05	8 51	4 37	10 05
		0.3 Y. .... COSTER ..... N	10 18	10 18					4 07	8 54	4 47 <sup>2</sup>	10 07
		(West End Double Track)										
80		2.3 ..... BLACK OAK ..... P	f10 23	10 23 <sup>55</sup>					4 13	9 06	4 52	10 23 <sup>27</sup>
55	30	3.6 ..... POWELL ..... PD	s10 29	10 29					4 23	9 14	5 00	10 35
12		1.0 ..... COPPER RIDGE ... P	10 32	10 31					4 25	9 18	5 03	10 40
E 55 } W 45 }	W	4.2 ..... HEISKELL ..... N	s10 40	10 39					4 40	9 30	5 21	10 55
40	2	2.2 ..... CHESTNUT RIDGE ... P	10 45	10 44					4 54	9 38	5 40	11 00
55	6	1.9 ..... PEAK ..... P	f10 49	10 48					4 58	9 44	5 44	11 05
85		2.4 ..... EAST SIDING ..... P	10 54 <sup>52</sup>	10 53					5 06 <sup>28</sup>	9 50	5 55	11 16
70	WY	1.0 ..... CLINTON ..... N	s10 58	s10 57					5 13	10 06	5 59	11 25
45		0.5 ..... W. R. SIDING ..... P	11 00	10 59					5 18	10 09	6 02	11 29
73	5	3.2 ..... LAUREL ..... P	f11 06	11 06					5 40 <sup>90</sup>	10 24 <sup>83</sup>	6 18	11 39 <sup>86</sup>
55	9	4.1 ..... MARLOW ..... P	f11 14	11 13 <sup>56</sup>					5 55	10 33	6 35	11 49
60	7	4.9 W. .... POPLAR ..... P	f11 23	11 21					6 10	10 43	7 00	11 59
42	30	2.0 ..... OLIVER SPRINGS .. PN	s11 29	s11 26					6 15	10 49	7 10	12 04
55	6	7.4 ..... ELVERTON ..... P	f11 41	11 40					6 35	11 05	7 35	12 20
80		3.0 ..... DE ARMOND ..... P	f11 46	11 45					6 45	11 14	7 45	12 28
	80	4.5 WY DEVONIA ST. STATION N	s12 01	s12 01					7 00	11 25	8 05	12 38
		0.1 ..... EAST END DOUBLE TRACK.	12 02	12 02					7 01	11 26	8 06	12 39
		0.7 (West End Double Track)										
	70	..... HARRIMAN ..... N	f12 05	12 05					7 10	11 31	8 15	12 43
		3.9 WCY... OAKDALE ..... N	12 20	12 15					7 20	12 01	8 25	2 00
		Ar.	P.M.	A.M.					A.M.	P.M.	P.M.	A.M.
			Daily 1	Daily 27					Daily 51	Daily 53	Daily 59	Daily 55



CLINTON—JELICO

WESTBOUND			Capacity of Tracks in Cars				Miles from Knoxville	Station Nos.	TIME TABLE NO. 36 In effect Dec. 6, 1942 STATIONS	EASTBOUND		
SECOND CLASS			Siding	Other	SECOND CLASS							
87 Daily	Mixed 77 Ex. Sun.	85 Daily							86 Daily	Mixed 76 Ex. Sun.	88 Daily	
P.M. 12 45	A.M. 7 55	A.M. 12 30	.....	70	20.9	21 C	Lv. WYC.....	Ar. CLINTON .....N	.....	A.M. 6 50	A.M. 11 30	P.M. 8 05
12 50	8 01	12 35	.....	55	21.9	22 C	.....	K. & O. SIDING ...P	.....	6 45	11 20	7 50
1 22	8 16	12 50	.....	55	8	28.7	29 C	.....	6.8	6 25	10 45	7 20
1 35	8 28	1 00	.....	200	31.4	31 C	WY....	LAKE CITY ...PD	.....	6 15	10 30	7 05
1 59	8 50	1 20	.....	45	8	35.7	36 C	.....	4.3	5 45	9 45	6 50
2 10	9 25 <sup>76</sup>	1 35	.....	45	8	38.4	38 C	.....	2.7	5 30	9 25 <sup>77</sup>	6 38
2 35	9 45	1 50	.....	25	44.3	44 C	W.....	TURLEY .....	.....	5 15	8 55	6 06
2 45	9 55	2 00	.....	42	23	47.0	47 C	.....	2.7	5 00	8 43	5 55
2 50	10 01	2 10	.....	19	49.0	49 C	.....	PIONEER .....D	.....	4 55	8 33	5 50
3 05	10 20	2 25	.....	61	9	55.1	55 C	.....	0.1	4 35	8 07	5 30
3 25	10 40	2 40	.....	43	65	62.0	62 C	Y... NEWCOMB .....D	.....	4 15	7 42	5 12
3 35 P.M.	11 00 A.M.	3 00 A.M.	.....	141	65.3	65 C	WY.....	JELICO .....D	.....	4 00 A.M.	7 30 A.M.	5 00 P.M.
Daily 87	Ex. Sun. 77	Daily 85								Daily 86	Ex. Sun. 76	Daily 88
	Mixed									Mixed		

JELICO AND FONDE

WESTBOUND		Miles from Jellico	TIME TABLE NO. 36 In effect Dec. 6, 1942 STATIONS	Station Nos.	EASTBOUND	
2d Class					2d Class	
611 Ex. Sun.					612 Ex. Sun.	
A.M.	.....		Lv. Ar.		A.M.	
6 40	.....	0.0	W..... JELICO .....D	65 C	11 40	.....
9 15	.....	19.4	..... FONDE .....D	85 C	9 55	.....
A.M.	.....		Ar. Lv.		A.M.	
Ex. Sun. 611					Ex. Sun. 612	

The figures on this page between Jellico and Fonde are for information only : the time tables, rules and regulations of the L. & N. R.R. will govern between Jellico and Fonde.

K. C. JCT.—JOHN SEVIER YARD—CUMBERLAND GAP

KNOXVILLE 13

WESTBOUND		Capacity of Tracks in Cars		Miles from Knoxville	Station Nos.	TIME TABLE NO. 36		EASTBOUND	
2D CLASS		Siding	Other			In effect Dec. 6, 1942		2D CLASS	
Mixed 71 Ex. Sun. A.M.						Lv.	Ar.	Mixed 70 Ex. Sun. P.M.	
				0.0	131A	W.....	KNOXVILLE	N	
				2.0	2C	Y.....	K. C. JCT.		
		55		2.8	3CG	Y.....	OAKWOOD	P	P.M.
	A.M. 6 00				123A	W..	WEST END JOHN SEVIER YD. (East End Double Track)		3 15
						Y.....	(West End Double Track) BEVERLEY BLOCK	P	2 52
	6 11	35	4	6.0	6CG		BEVERLEY		2 50
	6 25	25		11.0	11CG		MAXWELL		2 35
	6 28		14	12.1	12CG		MALONEYVILLE		2 30
	6 42	47	6	17.9	18CG		CORRYTON		2 15
	6 52	28	33	21.8	22CG		LUTTRELL	D	2 05
	7 07	45		27.1	27CG	W.....	POWDER SPRINGS		1 50
	7 22	40	4	32.7	33CG		WASHBURN		1 35
	7 30	23	14	35.7	36CG		LIBERTY HILL		1 25
	7 37	37		37.9	38CG		WILLIAMS SPRINGS		1 15
	7 48	15		41.4	41CG	W	CLINCH RIVER		1 05
	8 05	29	20	45.5	46CG		LONE MOUNTAIN		12 55
	8 20	40	30	49.7	50CG		TAZEWELL	D	12 35
	8 30	30		53.7	54CG		CLOUD		12 05
	8 50	42	17	61.4	61CG	W	ARTHUR		11 40
	9 00		190	64.0	64CG		TIPRELL	D	11 30
	9 10	31	20	65.5	65CG	WC...	CUMBERLAND GAP	D	11 00
	9 25 A.M.			69.3	69CG	W.....	MIDDLESBORO	N	10 45
	Ex. Sun. 71 Mixed					Ar.		Lv.	Ex. Sun. 70 Mixed

## SPECIAL INSTRUCTIONS

1. The Special Instructions do not relieve employees from proper protection of the train according to Rule 99.

### 2. SUPERIOR DIRECTION

ALL REGULAR EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS MOVING IN THE OPPOSITE DIRECTION IN ACCORDANCE WITH RULE 72.

### 3. JOINT TRACKAGE

Trains and engines of Knoxville Division will use tracks of other Railroads or Divisions in accordance with their time tables, rules, and regulations as follows:

Between	R. R. or Division
Ooltewah and Chattanooga	Chatanooga Terminal
Harriman and Oakdale	C. N. O. & T. P. Ry.
Cumberland Gap and Middlesboro	L. & N. R. R.
Jellico and Fonde	L. & N. R. R.

### 4. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS

(Rules 4, 1141 and 1301)

A train must receive a clearance card before leaving its initial station except trains leaving John Sevier yard over Beverley cut-off via Beverley Block for via Coster and west-bound trains moving through Knoxville.

Trains must receive clearance cards at additional stations as follows:

- Johnson City—All trains.
- Morristown—All trains.
- John Sevier Telegraph Office—Eastbound freight trains and trains for Middlesboro Line.
- Knoxville—First class trains and Westbound freight trains for Chattanooga Line.
- Cleveland—All trains.
- Ooltewah—East bound trains.
- Coster—Second class and inferior trains westbound.
- Devonia St. Station—Eastbound trains.

### 5. BULLETIN BOARDS AND SPECIAL ORDER BOOKS

(Rules 1142 and 1302)

Bristol, Johnson City, Bulls Gap, Asheville, Newport, Morristown, Engine Crews locker room at John Sevier engine terminal, John Sevier yard office, West end John Sevier yard, "Ky" office at Knoxville, Cleveland, Citico and Chattanooga.

Coster Shops, Clinton, Jellico, Devonia St. Station, Cumberland Gap, Tiprell, Lake City, Oakdale Yard Office and Round House.

### 6. TRAIN REGISTERS

(Rules 83, 222 and 1143)

Bristol, Bulls Gap yard office, Asheville, Alexander, Leadvale Siding, Roe Jct., Morristown, New Line John Sevier yard office, and West end John Sevier yard (freight trains only), "Ky" Knoxville, Ooltewah, Yard Office Citico and telegraph office terminal station at Chattanooga.

Coster, Tiprell, Cumberland Gap, Clinton, Jellico, Devonia St. Station.

Trains may register by ticket, form 721, at Alexander, Leadvale Siding, Roe Jct., Morristown, New Line, Ooltewah. All trains Coster.

### 7. STANDARD CLOCKS

(Rule 3)

Bristol, Bulls Gap, telegraph office Asheville, Engine crews locker room at John Sevier engine terminal, yard office John Sevier and yard masters office at west end of John Sevier yard, "Ky" office at Knoxville, Cleveland, Citico and terminal station at Chattanooga, Clinton, Jellico and Middlesboro.

### 8. RAILROAD CROSSINGS AT GRADE

Interlocked (Rules 98-601 to 683)

Knoxville (1 mile west)	L. & N. R. R.
	Not Interlocked (Rule 98)
Carnegie	C. C. & O. Ry.

### 9. JUNCTIONS

Interlocked (Rules 98, 601 to 683)

Roe Junction	Cut Off	New Line	Cut Off
Knoxville, Mile 132.3-A,	L&N R. R.	Coster	Cut Off
Ooltewah	Atlanta Division	Harriman	C. N. O. & T. P. Ry.

### Not Interlocked (Rule 98)

Bristol	N. & W. R. R.	Knoxville	L. & N. R. R.
Bristol	Appalachia Div.	Athens	L. & N. R. R.
Carnegie	C. C. & O. R. R.	Cleveland	Atlanta Div.
Johnson City	C. C. & O. R. R.	K. C. Jct.	Middlesboro Line
Johnson City	E. T. & W. N. C.	Clinton	Harriman Line
Bulls Gap	Appalachia Div.	Lake City	L. & N. R. R.
Bulls Gap	Leadvale Cutoff	L & N Jct. M. P. 36.1-D	L&N.R.R.
Morristown	Asheville Line	Dearmond	H&N.E.R.R.
Asheville	Asheville Div.	Jellico	L. & N. R. R.
Murphy Jct.	Asheville Div.	Harriman, Devonia Sta.	T. C. R. R.
Craggy	Asheville Div.	Harriman	H. & N. E. R. R.
Leadvale	Cutoff	Harriman	L. & N. R. R.
John Sevier	Beverly Cutoff	Beverly Block	Middlesboro Line
Knoxville	K. & A. Div.	Cumberland Gap	L. & N. R. R.

### 10. ENDS OF DOUBLE TRACK

(Rules 98 and 601 to 635 Inclusive)

Interlocked

Ooltewah	Mile 226.7-A
Missionary Ridge Tunnel	Chattanooga Terminal
Harriman	Mile 51.3-D

### Not Interlocked

(Rule 98)

Asheville	For Eastbound Track
Craggy	For Eastbound Track
Morristown	For Westbound Track
Knoxville	Cent. Ave. Mile 130.6-A
	Handled by Switch Tender for Passenger trains only.
Knoxville	K & A Jct. Mile 131-A
	Handled by Switch Tender for Passenger trains only.
Knoxville	Mile 132.3-A
Knoxville	Mile 0.2-C
Beverly Block	Mile 3.6-CO
Coster	Mile 2.8-C
Mile Post 50.6-D	Mile 50.6-D

### 11. DOUBLE TRACK

(Rules 151 to 153)

Double track extends from:  
 Asheville (Mile S-141.0) to Craggy (Mile S-145.9).  
 Morristown (Mile 89.1) to Knoxville (Cent. Ave. Mile 130.6).  
 Knoxville (K & A Jct. Mile 131.1-A) to L & N Crossing (Mile 132.3-A).  
 Knoxville (Mile 130.7-A) to Coster (Mile 2.3-C).  
 John Sevier (Mile 0.0-CO) to Beverley Block (Mile 3.6-CO).  
 Mile Post 50.6-D to Harriman (Mile 51.3-D).  
 Trains must keep to the right.  
 Third class trains may run ahead of second class trains and extras ahead of second and third class trains.

### 12. TRAIN MOVEMENTS

(Rules 5—251 to 254—261 to 264—281 to 283)

Time shown for westbound trains at Telford, Russellville and Hot Springs and time shown for east bound trains at Bluff City govern the movement at siding and not at station. Time for all trains shown at Paint Rock, Delrio, Rankin, Ebenezer, Lenoir City, Philadelphia, Reagan, Niota and Sanford apply at siding and not at station.

As shown below, trains and engines will run with the current of traffic by interlocking or block signals, whose indications will supersede time table superiority; inferior trains must not delay superior trains:

Between Asheville and Craggy.  
 Between East End John Sevier Yard (Mile 121.7-A) and L. & N. Crossing (Mile 132.3-A).

As shown below trains and engines will run on single track against opposing trains by interlocking or block signals whose indications will supersede time table authority and take the place of train orders:

Through Missionary Ridge Tunnel (See Chattanooga Terminal time table).

Between Craggy and Alexander, westbound trains only.

Eastbound trains must not flag away from Alexander and Westbound must not flag away from Craggy against automatic block signal without authority from train dispatcher.

Between Coster and Beverley Block.

Trains will not flag away from Oakwood or Beverley Block without permission from train dispatcher.

Between East End Double Track and DeArmond.

Eastbound trains will not flag away from East End Double Track, East Wye nor west end DeArmond, westbound trains will not flag away from DeArmond nor East Wye against automatic block signals without authority from train dispatcher.

As shown below, trains and engines will run with current of traffic, without train orders or clearance cards:

Between John Sevier yard and Beverley Block except trains for Middlesboro line.

Take siding indicator letter (S) has been placed on signal 208-C which is located between water tank Clinton and river bridge. When this letter (S) is illuminated, it will be authority for second class and extra trains to move from Clinton to west switch to east siding against westbound second class and extra trains. All westbound second class and extra trains must approach signal 207-C, located near west switch to east siding prepared to stop and if signal 207-C is in stop position, must stop at clear post west switch.

Trains and engines will run on single track against opposing trains by hand signals from Yard Master or Switch Tender between:

Knoxville (Central Avenue Mile 130.6-A) and Knoxville (K. & A. Junction Mile 131.1-A).

All trains and engines will move under control between east end double track and east wye switches, Morristown. This will permit inferior trains and engines to move without protecting against superior trains between these points.

Train and Engineman must know that switches are right and the way is clear before proceeding.

Trains or engines using double track in reverse direction must approach facing Point Spring switches under control.

Normal position of main track switches:

Beverley Block—for Beverley cut-off.

Beverley Block, west end of double track—for eastbound movement.

Clinton—for main track movement.

K. C. Junction—for Jellico line.

Diesel electric locomotives, Santa Fe, Mallet, Heavy Mikado, or Mountain type engines must not use:

Watauga—Power house track.

Greeneville—Graveyard track, beyond stock pen.

\*Greeneville—Bohanons coal trestle.

Greeneville—Coal trestle on Liggett & Myers track.

Greeneville—Standard Oil track.

Morristown—Cross over from main track to west end straight track.

Strawberry Plains—Engines must not go on coal spur at Quarry or on tipple track below coal spur switch.

Mascot—Back lime track.

Diesel electric locomotives, Santa Fe, light or heavy Mikado, Mountain type or 2500 class engines must not use:

Lenoir City—Old Mill track beyond stock pen, Car Works track, Hosierymill track or River track beyond tank,

Loudon—River track.

Sweetwater—Eagle track.

Ooltewah—Powder Mill track.

\*Cars must not be placed on overpass.

### 13. ENTRANCE SWITCH TO SIDINGS AND OTHER TRACKS

(Rules 88, 89 and 90)

Unless otherwise provided enter at first switch of first siding, except at lap sidings, enter at the lap.

Lap sidings are located at Alexander, Volga, Rollins, Nona, Paint Rock, Wolf Creek, Del Rio, Bridgeport, Yalu, White Pine, Bearden, Ebenezer, Lenoir City, Loudon Siding, Philadelphia, Sweetwater Siding, Reagan, Hutsell, Coile, Sanford and Tasso.

All trains must approach lap siding Alexander prepared to take siding.

When a train which is to hold the main line is first to arrive at meeting point fixed by train order, switch must be properly set for the opposing train to enter siding.

Cleveland is that portion of tracks from switch at old coal chute location to cross over just west of new coal chute. Westbound trains taking siding at Cleveland will head in at switch at old coal chute location eastbound trains taking siding at Cleveland will head in at cross over just west of new coal chute.

Cleveland Yard is that portion of tracks from crossover just west of new coal chute to cross over near south end of yard. Westbound trains taking siding at Cleveland Yard will head in at cross over just west of new coal chute, eastbound trains taking siding at Cleveland Yard will head in at cross over near south end of yard.

### 14. SPEED RESTRICTIONS

(Rules 108 and 1327)

Where not otherwise restricted the following maximum speeds are authorized:

#### Between Bristol and Chattanooga

Passenger trains handled by passenger type steam locomotives seventy miles an hour; handled by Diesel electric locomotives eighty miles an hour. Freight trains handled by Santa Fe, Mallet or Mikado 4995 to 4999 inclusive, type steam locomotives forty miles an hour; handled by other classes of steam or Diesel electric power fifty-five miles an hour.

#### Between Bristol and Bulls Gap

Passenger trains reduce speed to forty-five miles an hour, freight trains to thirty-five miles an hour on curves.

#### Between Bulls Gap and Knoxville

Passenger trains reduce speed to fifty-five miles an hour; freight trains to forty-five miles an hour on curves unless otherwise restricted.

#### Between Knoxville and Chattanooga

Passenger trains reduce speed to sixty miles an hour, freight trains to fifty miles an hour on curves unless otherwise restricted.

#### Between John Sevier, Coster and Middlesboro

All trains thirty-five miles an hour unless otherwise restricted.

#### Between Knoxville and Harriman

Maximum speed passenger trains sixty miles an hour, freight trains fifty miles an hour.

Passenger trains reduce speed to forty miles an hour, freight trains thirty-five miles an hour on curves.

#### Between Clinton and Jellico

All trains thirty-five miles an hour unless otherwise restricted.

#### Between Bulls Gap and Leadvale and between New Line and Roe Junction

All trains thirty miles an hour unless otherwise restricted.

#### Between Morristown and Asheville

Passenger trains sixty miles an hour, freight trains forty holes an hour, unless otherwise restricted.

#### Between Asheville and Marshall

Passenger trains reduce speed to 40 miles an hour, freight trains to 35 miles an hour on curves, unless otherwise restricted.

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### Between Marshall and Hot Springs

Passenger trains reduce speed to 35 miles an hour, freight trains to 30 miles an hour on curves, unless otherwise restricted.

### Between Hot Springs and Morristown

Passenger trains reduce speed to 40 miles an hour and freight trains to 35 miles an hour on curves, unless otherwise restricted.

Engines running light will observe above speeds.

When passenger trains handle freight cars, or when freight engines handle either freight or passenger cars, maximum speed of freight trains to govern.

### ADDITIONAL SPEED RESTRICTIONS

Asheville 4 miles per hour over all crossings and 6 miles per hour through city limits.

Bristol	10 miles per hour
*Johnson City	15 " " "
Greeneville	12 " " "
	within corporate limits
Marshall, N. C.	15 miles per hour
Newport (Eastbound, 5 A.M. to 10 P.M.)	15 " " "
Newport (Westbound)	10 " " "
White Pine (Eastbound 5:30 A.M. to 10 P.M.)	10 " " "
White Pine (Westbound 5:30 A.M. to 10 P.M.)	15 " " "
†Morristown	10 " " "
Jefferson City (6 A.M. to 10 P.M.)	10 " " "
Oliver Springs	20 " " "
Tazewell	10 " " "

To avoid damage, Diesel-electric switch locomotives and Diesel-electric road locomotives must not be operated through water in excess of three inches over top of rail, but may be operated, when necessary, through water not in excess of three inches over top of rail at speed of not to exceed three miles per hour.

Trains will not exceed speed of (25) miles per hour on curves between Arthur and Cloud, Tazewell and Lone Mountain, Washburn and Liberty Hill.

Trains and engines will approach cross overs leading from and to Round House at Coster, K. & A. Y. Jct. between McGhee St. and Fifth Ave. viaduct and East End John Sevier and West End John Sevier Yard and crossings west of passenger station Knoxville prepared to stop unless main line is clear and switches are properly set.

\*Johnson City, 6 miles per hour over Roane, Market, Main, and Wilson Streets.

†Morristown, 6 miles per hour over Mill, Henry, Cumberland, Hill and Montview Streets.

Passenger trains reduce speed to ten (10) miles per hour between Western and Florida Streets, Knoxville, and will use not less than 7 minutes between Knoxville Passenger Station and Coster.

Passenger trains must not exceed a speed of 15 miles per hour and freight trains 12 miles per hour over Tennessee River Bridge Loudon, Mile Post 159.0-A.

Chattanooga: Over Broad Street, Market Street, Main Street, King Street, Cowart Street, Thirteen Street, and Rossville Avenue, eight miles per hour.

Note 1. Unless crossing flagmen are on duty, or other approved signals are used to warn traffic on these Streets, trains and engines before crossing them must stop and be flagged over them by a member of the crew with proper signals.

After the leading engine or car has cleared the crossing named, the speed may be increased not to exceed twenty miles per hour.

Chattanooga: Other Streets. No speed restrictions by City Ordinances:

Santa Fe engines must not exceed a speed of 10 miles per hour over girder east siding Wolf Creek Mile Post S-189.1.

Santa Fe and Mallet engines must not exceed a speed of (20) miles per hour over French Broad River Bridge S-186.0 mile post.

Mallet engines must not exceed 10 miles per hour over Laurel River Bridge, Mile S-175.8 and Spring Creek bridge, Mile S-179.3.

All trains reduce speed to 35 miles per hour passing coal chute Leadvale siding.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of 15 miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of 15 miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of 25 miles per hour.

An engine in tow must be when practicable handled next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

Speed limit signs are located approximately 1500 feet from point to be protected.

In Tennessee the whistle must be sounded or the bell rung at a distance of a quarter of a mile from each road crossing and at short intervals until the train has passed the crossing. On approaching an incorporated City or Town the bell or whistle shall be sounded when the train is at a distance of one mile of corporate limits and at short intervals till it reaches its depot or station and on leaving a Town or City shall be sounded when the train starts and at intervals till it has left the corporate limits.

### 15. AUTOMATIC BLOCK (Rules 501 to 520)

Automatic block rules are effective between Bristol and Ooltewah, between Asheville, Morristown and New Line, and between Beverley Block and Clinton and between W. R. Siding and East End Double Track.

### 16. YARD LIMITS (Rule 93)

Bristol, Carnegie-Johnson City, Greeneville, Bulls Gap, Mile Post 14.0-B.L., Asheville, Craggy, Hot Springs, Bridgeport, Newport, Leadvale-Leadvale siding, Morristown, Jefferson City, Mascot, John Sevier-Knoxville Terminal, Lenoir City, Sweetwater, Hutsell, Athens, Calhoun, Charleston, Cleveland, Ooltewah, Beverley Block, Westbound main line to end of double track, Lake City, Caryville westbound extends to West switch, Block, Diamond Coal Co., Eastbound to 600 feet East of m.p. 43.0 C, Newcomb westbound extends to West switch, Jellico, Harriman, Devonia Street Station, Tiprell, Tazewell, Clinton and Fonde.

### 17. ADDITIONAL FLAG STOPS

Miller	Nos. 1, 4	Inskip	Nos. 1 and 2
Washington College	Nos. 1, 4	Dante	Nos. 1 and 2
Stackhouse	Nos. 11, 12	Dossett	Nos. 1 and 2
Alpha	Nos. 4, 11, 12, 1	Seandlyn	Nos. 1 and 2
John Sevier	Nos. 4, 1		

### 18. CONDITIONAL STOPS

The following additional signs when placed before the figure of the schedule indicate stops will be made for the purpose shown.

(g) Discharge passengers from Oakdale and beyond, and receive passengers for Asheville and beyond.

(j) Receive or discharge passengers from or to Knoxville and points West and from or to points East of Bristol.

(x) Stop to receive or discharge revenue passengers to or from Bristol and Knoxville or beyond.

(z) Stop to receive or discharge revenue passengers to or from Chattanooga and Knoxville or beyond.

Nos. 1 and 4 will stop at Chuckey and Mosheim.

### 19. HELPING TRAINS

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic brake valve closed. This

automatically cuts out train control operation on the pusher engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of Brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in book of rules governing the operation of a train with two or more engines, including air brake handling, will govern.

20. SWITCHES

When any part of a train is moving through a switch the speed must not exceed fifteen miles per hour, except at the ends of double track where the speed must not exceed twenty miles per hour.

Trailing movements may be made through spring switches without opening or closing by hand, however, if necessary to stop a train or engine on a spring switch the switch must be set by hand before taking slack or reverse movement is attempted.

"S" signs are located adjacent to spring switches, and will also, when practicable, indicate location of the clearance point for adjacent track, unless "Clear This Post" sign is used.

The ends of double track where spring switches are located are as follows:

Craggy	End Double track.
Morristown	End Double track.
L & N Crossing Mile 132.3-a	End Double track.
Beverly Block	End Double track.
Coster	End Double track.
Mile Post 50.6-D	East End Double Track.
Spring switches are located at other points as follows:	
Bristol	West end of yard.
Vance	East and West end of siding.
Bluff City	East and West end of siding.
Johnson City	East end of East siding.
Johnson City	East and West end West siding.
Jonesboro	East and West end of siding.
Telford	East and West end siding.
Limestone	East and West end of siding.
Afton	East and West end of siding.
Greeneville	East end East siding.
Greeneville	East end West siding.
Rader	East and West end of siding.
Midway	East end of siding.
Mohawk	West end of siding.
Bulls Gap Siding	West switch.
Bulls Gap	East switch.
Whitesburg	East and West end siding.
Russellville	East and West end of siding.
Alexander	East end of East siding.
Alexander	West end of West siding.
Volga	East and West end of East siding.
Rollins	East end of East siding.
Rollins	West end of West siding.
Nocona	East end of East siding.
Nocona	West end of West siding.
Barnard	East and West end of siding.
Sandy Bottom	East end of mountain siding.
Sandy Bottom	East and West end river siding.
Hot Springs	East and West end of both sidings.
Paint Rock	East end of East siding.
Paint Rock	West end of West siding.
Wolf Creek	East end of East siding.
Wolf Creek	West end of West siding.
Del Rio	East end of East siding.
Del Rio	West end of West siding.
Bridgeport	East end of East siding.
Bridgeport	West end of West siding.
Yalu	East end of East siding.
Yalu	West end of West siding.
Rankin	West switch.
Leadvale Siding	West switch.
White Pine	East end of East siding.
White Pine	West end of West siding.
Roe Jct.	East switch.
New Line	East end of N. C. siding.
East End John Sevier Yard	East End Crossover.
East End John Sevier Yard	Outgoing Lead.
West End John Sevier Yard	
Bearden	East end of East siding.

Bearden	West end of West siding.
Ebenezer	East end of East siding.
Ebenezer	West end of West siding.
Concord	East and West end of siding.
Boyd	East and West end of siding.
Lenoir City	East end of East siding.
Lenoir City	West end of West siding.
Loudon Siding	East and West end of West siding.
Philadelphia	East end of East siding.
Philadelphia	West end of West siding.
Sweetwater Siding	East end of East siding.
Sweetwater Siding	West end of West siding.
Reagan	East end of East siding.
Reagan	West end of West siding.
Niota	East and West end of siding.
Hutsell	East end of East siding.
Hutsell	West end of West siding.
Coile	East end of East siding.
Coile	West end of West siding.
Sanford	East end of East siding.
Sanford	West end of West siding.
Charleston	East and West end of siding.
Tasso	East end of East siding.
Tasso	West end of West siding.
Cleveland	East end of siding.
Cleveland Yard	West end of wye track, M.P. 214.0-A.
McDonald	East and West end of siding.
Beverly Block	Wye track switch near end of double track.
Oakwood	East and West end of siding.
Black Oak	East and West end of siding.
Powell	East and West end of siding.
Heiskell	East and West end of east siding.
Chestnut Ridge	East and West end of siding.
Peak	East and West end of siding.
East Siding	East switch.
Laurel	East and West end siding.
Marlow	East and West end siding.
Poplar	East and West end siding.
Oliver Springs	East and West end siding.
L. & N Junction	Mile Post 36.1-D.
Elverton	East and West end siding.
DeArmond	East switch.

SPECIAL INSTRUCTIONS

WHEN NECESSARY, PASSENGER TRAINS WILL WAIT FOR CONNECTIONS AS INDICATED BELOW. SUPERINTENDENT OR CHIEF DISPATCHER WILL INSTRUCT IN CASES OF UNUSUAL CONDITIONS OR EMERGENCIES:

Train No.	Wait at	For	Time
11	Asheville	Asheville Div. 11	45 minutes
11	Asheville	Asheville Div. 9	One hour
17	Bristol	N. & W. 17	Indefinitely
18	Chattanooga	Memphis Div. 36	Two hours
18	Chattanooga	N. C. & St. L. 5	Two hours
18	Chattanooga	A. G. S. 18	Indefinitely
45	Bristol	N. & W. 45	Indefinitely
46	Chattanooga	Memphis Div. 46	Indefinitely
46	Chattanooga	N. C. & St. L. 3	45 minutes
46	Knoxville	Knoxville Div. 28	30 minutes
27	Asheville	Asheville Div. 27	Indefinitely
27	Asheville	Asheville Div. 21	One hour
28	Oakdale	C.N.O.&T.P. 27	Indefinitely
28	Harriman	T. C. R. R. 4	One hour
41	Bristol	N. & W. 41	Indefinitely
42	Chattanooga	A. G. S. R. R. 42	Three hours
42	Ooltewah	Atlanta Div. 4	20 minutes
1	Knoxville	Knoxville Div. 1	One hour
2	Oakdale	C.N.O.&T.P. 3	One hour
2	Harriman	T. C. R. R. 2	One hour

NOTE 2.—When passengers are reported.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE

BETWEEN	22 in. x 30 in. Superheated 500-600-700-800 Class	NORTH OR EASTBOUND						BETWEEN	22 in. x 30 in. Superheated 500-600-700-800 Class	SOUTH OR WESTBOUND					
		2500 Class	22 in. x 30 in.	27 in. x 32 in. Heavy Mikado 4800-4900 Class	27 in. x 30 in. Light Mikado 4500-4600 Class	27 in. x 32 in. Santa Fe 5200 Class	28 in. x 32 in. Santa Fe 5000 Class			2500 Class	22 in. x 30 in.	27 in. x 32 in. Heavy Mikado 4800-4900 Class	27 in. x 30 in. Light Mikado 4500-4600 Class	27 in. x 32 in. Santa Fe 5200 Class	28 in. x 32 in. Santa Fe 5000 Class
		Morristown to Bulls Gap	1700	1800	2100	1800	2350			2450	Bristol to Carnegie	1050	1250	1450	1100
John Sevier " Bridgeport	1400	1550	1800	1550	1950	2050	Carnegie " New Line	1150	1350	1450	1200	1800	1700		
Bridgeport " Asheville	1600	1850	2300	1850	2550	2650	New Line " Mascot	1350	1500	1500	1400	1650	1750		
Bulls Gap " Bristol	1050	1150	1350	1100	1500	1600	Mascot " John Sevier	1650	2200	2700	2000	2850	2950		
Citico " Cleveland	1350	1600	1800	1500	2050	2150	Asheville " New Line	1000	1150	1250	1050	1400	1500		
Cleveland " John Sevier	1750	2000	2275	1850	2550	2650	Roe Jct. " Morristown	900	1100	1200	950	1350	1450		
Bulls Gap " Newport	3000	3200	4000	3000	4000	4100	John Sevier " Cleveland	1750	2000	2300	1850	2550	2650		
Jellico " Pioneer	825	.....	.....	.....	.....	.....	Cleveland " Citico	1350	1650	1950	1500	2200	2300		
Pioneer " Vasper	1320	.....	.....	.....	.....	.....	Newport " Bulls Gap	1600	1800	1800	1700	1950	2050		
Vasper " Clinton	2200	2500	.....	.....	.....	.....	John Sevier " Clinton	750	925	.....	.....	.....	.....		
*Oakdale " John Sevier	1200	1275	.....	.....	.....	.....	Clinton " Lake City	1150	1400	.....	.....	.....	.....		
Tiprell " Tazewell	775	.....	.....	.....	.....	.....	Lake City " Jellico	750	.....	.....	.....	.....	.....		
Tazewell " John Sevier	950	.....	.....	.....	.....	.....	Clinton " Oakdale	1100	1300	.....	.....	.....	.....		
							John Sevier " Middlesboro	700	.....	.....	.....	.....	.....		

When actual weight of lading cannot be obtained, it must be carefully estimated and when such cars are weighed en route proper correction must be made.

\*With helper engine Heiskell to Copper Ridge.

SYSTEM LOCOMOTIVES, DERRICKS, PILE DRIVERS AND OTHER ROADWAY EQUIPMENT AND SYSTEM AND FOREIGN CARS MAY BE OPERATED PROVIDED WEIGHTS AND OTHER RESTRICTIONS SHOWN BELOW ARE NOT EXCEEDED

BETWEEN BRISTOL AND OOLTEWAH, BULLS GAP AND LEADVALE

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Power Units	'6-6'	315,000
Santa Fe Engines	2-10-2	(a) (b) 378,000
Mikado Engines	2- 8-2	(b) 329,500
Mountain Engines	4- 8-2	327,000
Pacific Engines	4- 6-2	306,000
Mallet Engines	2-8-8-2	(b) (c) 469,000
Loaded cars	4 wheel trucks	210,000
Loaded cars	6 wheel trucks	270,000
Derricks		(d) 264,000

(a) Must not be operated coupled to each other or to any other engine.

(b) Must not be operated over side tracks containing open deck trestles with 3-ply 7"x16" stringers where the spacing of the bents exceed 9 feet.

(c) Must not be operated coupled to each other or to any other engine across Tennessee River Bridge Mile 159.0-A and Hiawasse River Bridge Mile 200.5-A.

Pile Driver PD-36 must not be operated over First Creek Spur at Knoxville, but may be operated elsewhere with stack removed and with tender at one end and a car weighing not exceeding 90,000 lbs. gross at the other end.

Other system pile drivers may be operated.

(d) All System derricks may be operated except that derricks D-70, D-71, D-72, D-73, D-74, D-5988, D-5989 and D-6471 must not be operated over side tracks containing open deck trestles with 3-ply 7"x16" stringers where the spacing of the bents exceeds 9 feet. Derricks D-1, D-22, D-26, D-30, D-40 and D-8590 must not exceed a speed of twenty miles per hour; other derricks and roadway machines twenty-five miles per hour.

BETWEEN ASHEVILLE, MORRISTOWN AND NEW LINE

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Power Units	'6-6'	315,000
Santa Fe Engines	2-10-2	(b) (e) 378,000
Mikado Engines	2- 8-2	(a) (e) 326,000
Mountain Engines	4- 8-2	(c) 327,000
Pacific Engines	4- 6-2	306,000
Mallet Engines	2-8-8-2	(e) 469,000
Loaded cars	4 wheel trucks	210,000
Loaded cars	6 wheel trucks	270,000
Derricks		(f) 264,000

(a) Heavy Mikado (converted Santa Fe) engines weighing 329,500 pounds and having rigid wheel base exceeding 16'6" cannot be operated.

(b) Only Santa Fe engines with floating front drivers and rigid wheel base of 20'7" or less may be operated.

(c) Mountain type engines must not be operated unless equipped with floating front drivers.

(e) Mikado engines weighing more than 292,500 pounds, Santa Fe and Mallet engines must not be coupled to each other or to any other engine. Mikados weighing more than 292,500 pounds, Mallet engines weighing more than 450,000 pounds and Santa Fe engines must not be operated over side tracks containing open deck trestles with 3-ply 7"x16" stringers where the spacing of the bents exceeds 9 feet.

Pile Driver PD-36 may be operated with stack removed and with tender at one end and a car weighing not exceeding 90,000 lbs. gross at the other end.

Other system pile drivers may be operated.

(f) All System derricks may be operated except that derricks D-70, D-71, D-72, D-73, D-74, D-5988, D-5989 and D-6471 must not be operated over side tracks containing open deck trestles with 3-ply 7"x16" stringers where the spacing of the bents exceeds 9 feet. Derricks D-1, D-22, D-26, D-30, D-40 and D-8590 must not exceed a speed of twenty miles per hour; other derricks and roadway machines twenty-five miles per hour.

NOTE: The weight of engine shown above is weight exclusive of tender.

## BETWEEN KNOXVILLE, JOHN SEVIER AND HARRIMAN

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Power Units	'6-6'	315,000
Mikado Engines	2-8-2	(a) 292,500
Mountain Engines	4-8-2	(a) (b) 327,000
Consolidation Engs.	2-8-0	(a) 246,000
Pacific Engines	4-6-2	(a) 306,000
Loaded Cars	4 wheel trucks	210,000
Loaded Cars	6 wheel trucks	270,000
Derricks		(c) 241,000

Engines permitted on this line may be operated coupled.

(a) Coupled engines must not exceed a speed of 15 miles per hour over Bull Creek Bridge M.P. 12.4-C.

(b) Mountain type engines must not be operated unless equipped with FLOATING FRONT DRIVERS.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile drivers PD-19 and PD-22 may be operated.

(c) Derricks D-32, D-40, D-67, D-68, D-5993 and other System derricks weighing not in excess of 241,000 lbs. may be operated. Derricks D-71, D-74, D-5989 and other System derricks weighing more than 241,000 lbs. and not in excess of 264,000 lbs. may be operated between Knoxville and east end of underpass at Mile 12.4-C and between Harriman and west end of Bull Run Creek bridge Mile 12.4-C, but must not cross over this structure or over the Jacksboro Street underpass on north leg of Wye, Clinton, opposite Mile 21.0-C. Derricks D-1, D-22, D-26, D-30, D-40 and D-8590 must not exceed a speed of twenty miles per hour; other derricks and roadway machines twenty-five miles per hour.

## BETWEEN KNOXVILLE, JOHN SEVIER AND MIDDLESBORO

EQUIPMENT	TYPE	TOTAL WEIGHT
Consolidation Engs.	2-8-0	214,000
Loaded Cars		(a) 170,000
Derricks		(b) 208,000

Engines permitted on this line may be operated coupled.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile drivers PD-19 and PD-22 may be operated.

(a) Loaded cars weighing not more than 210,000 lbs. may be operated between Knoxville, John Sevier and Cumberland Gap.

(b) Derricks D-32, D-5993 and other System derricks weighing not in excess of 208,000 lbs. may be operated. Derricks D-67, D-68 and other System derricks weighing more than 208,000 lbs. and not in excess of 241,000 lbs. may be operated between Knoxville and Lonesome Valley Bridge Mile 54.0-CG, but must not cross over this structure. Derricks D-1, D-22, D-26, D-30, D-40 and D-8590 must not exceed a speed of twenty miles per hour; other derricks and roadway machines twenty-five miles per hour.

## BETWEEN CLINTON, LAKE CITY AND FONDE

EQUIPMENT	TYPE	TOTAL WEIGHT
Mikado Engines	2-8-2	(a) 292,500
Consolidation Engs.	2-8-0	(a) 246,000
Consolidation Engs.	2-8-0	214,000
Pacific Engines	4-6-2	(b) 232,000
Loaded Cars	4 wheel trucks	210,000
Loaded Cars	6 wheel trucks	(c) 270,000
Derricks		(d) 241,000

Note: The weight of engines shown above is weight exclusive of tender.

(a) May be operated only between Clinton and Vasper. Must not be operated between Vasper and Fonde.

(b) Must be handled carefully through Indian Grave Tunnel Mile 37.0-C, where the clearance is very close.

Engines permitted on this line may be operated coupled.

(c) Loaded cars having gross weight in excess of 210,000 pounds may be handled only between Clinton and Lake City. Must not be operated between Lake City and Fonde.

Pile Drivers PD-24 and PD-25 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end, and must not exceed a speed of five miles per hour, while passing through Indian Grave Tunnel Mile 37.0-C. Pile Drivers PD-19 and PD-22 may be operated.

Pile Driver PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end between Clinton and Lake City, but must not be operated over the New River RR Branch at Lake City, and must not be operated between Lake City and Fonde. This pile driver must have stack removed when in transit.

(d) Derricks D-32, D-40, D-67, D-68, D-5993 and other System derricks weighing not in excess of 241,000 lbs. may be operated. Derricks D-1, D-22, D-26, D-30, D-40, and D-8590 must not exceed a speed of twenty miles per hour, other derricks and roadway machines twenty-five miles per hour except that D-65, D-66, D-67, D-68 and D-69 must not exceed a speed of five miles per hour while passing through Indian Grave Tunnel, Mile 37.0-C, and Tunnel No. 4, Mile 51.0-C.

Southern Railway Cars Series 10,000 to 15,895, 40,000 to 40,199, 260500 to 262036, 272000 to 272999 and 306000 to 307021 cannot be handled between Vasper and Fonde.

Trains handling Southern Railway System cars Series 45,650 to 46,002, 148000 to 149999, 161000 to 161999, 270500 to 270749, 271000 to 271999, 311000 to 311499, 340000 to 340499, 375000 to 375499, 280000 to 280049 and 319000 to 319024 will reduce speed to ten miles per hour passing through Tunnel No. 1, Mile 50.4-C.

## BETWEEN JOHN SEVIER YARD AND COSTER VIA BEVERLEY CUT OFF

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Power Units	'6-6'	315,000
Mikado Engines	2-8-2	292,500
Pacific Engs.	4-6-2	306,000
Mountain Engines	4-8-2	327,000
Consolidation Engs.	2-8-0	246,000
Loaded Cars	4 wheel trucks	210,000
Loaded Cars	6-wheel trucks	270,000
Derricks		(a) 241,000

All engines permitted on this line may be operated coupled.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated.

(a) Derricks D-32, D-40, D-67, D-68, D-5993, other System derricks and roadway machines weighing not in excess of 241,000 lbs. may be operated at a speed not to exceed twenty miles per hour.

**THE NAMES AND LOCATIONS OF LOCAL SURGEONS AND OCULISTS:**

NAME	Location
W. E. Foree, Surgeon	Athens, Tenn.
C. C. Swann, Oculist	Asheville, N. C.
W. P. Herbert, Surgeon	Asheville, N. C.
F. W. Griffith, Surgeon	Asheville, N. C.
J. T. Sevier, Assistant Surgeon	Asheville, N. C.
W. R. Rogers, Surgeon	Bristol, Tenn.
W. K. Vance, Jr., Assistant Surgeon	Bristol, Tenn.
A. Hooks, Oculist	Bristol, Tenn.
R. L. Gallaher, Surgeon	Caryville, Tenn.
Willard Steele, Oculist	Chattanooga, Tenn.
E. C. Johnson, Surgeon	Chattanooga, Tenn.
E. T. & E. D. Newell, Surgeons	Chattanooga, Tenn.
J. Marsh Frere	Chattanooga, Tenn.
Cecil E. Newell, Assistant Surgeon	Chattanooga, Tenn.
J. S. Hall, Surgeon	Clinton, Tenn.
W. B. Campbell, Surgeon	Cleveland, Tenn.
J. M. Cox, Surgeon	Lake City, Tenn.
J. H. S. Morison, Surgeon	Cumberland Gap, Tenn.
Haskell W. Fox, Surgeon	Greeneville, Tenn.
H. M. Carr, Surgeon	Harriman, Tenn.
R. W. McCown, Surgeon	Jefferson City, Tenn.
J. L. Hefferman, Surgeon	Jellico, Tenn.
Frank J. Slemons, Asst. Surgeon	Jellico, Tenn.
H. D. Miller, Surgeon	Johnson City, Tenn.
J. E. Kite	Bulls Gap, Tenn.
J. H. Kincaid, Consulting Oculist	Knoxville, Tenn.
W. W. Potter, Oculist	Knoxville, Tenn.
S. R. Miller, Surgeon	Knoxville, Tenn.
W. S. Austin, Consulting Surgeon	Knoxville, Tenn.
W. S. Nash, Consulting Surgeon	Knoxville, Tenn.
U. S. Carden, Surgeon	La Follette, Tenn.
Wm. B. Harrison, Surgeon	Lenoir City, Tenn.
J. L. McElroy, Surgeon	Marshall, N. C.
J. H. Bolin, Surgeon	Mascot, Tenn.
U. G. Brummit	Middlesboro, Ky.
F. F. Painter, Surgeon	Morristown, Tenn.
L. S. Nease, Surgeon	Newport, Tenn.
W. E. Gallion, Surgeon	Oakdale, Tenn.
J. A. Hardin, Surgeon	Sweetwater, Tenn.
G. L. Rae, Surgeon	Tazewell, Tenn.
R. J. Phlegar, Surgeon	Washburn, Tenn.
J. I. Huggins, Surgeon	White Pine, Tenn.

**VETERINARIANS**

E. L. Shuford	Asheville, N. C.	A. L. Duckworth	Greeneville, Tenn.
H. M. Leonard	Asheville, N. C.	W. A. Jones	Johnson City, Tenn.
H. H. Adair	Bristol, Va.-Tenn.	M. Jacob	Knoxville, Tenn.
G. P. Hatchett	Chattanooga, Tenn.	S. B. Isabelle	Morristown, Tenn.
J. I. Sires	Cleveland, Tenn.		

**HOSPITALS**

Foree Hospital	Athens, Tenn.	Jefferson Hospital	Jefferson City, Tenn.
City Mission Hospital (white and colored)	Asheville, N. C.	Appalachian Hospital	Johnson City, Tenn.
Norburn Hospital	Asheville, N. C.	Knoxville General Hospital (white and colored)	Knoxville, Tenn.
Kings Mountain Memorial Hospital	Bristol, Va.-Tenn.	Fort Sanders Hospital Training School (white only)	Knoxville, Tenn.
Newell & Newell Sanatorium (white and colored)	Chattanooga, Tenn.	Middlesboro Hospital	Middlesboro, Ky.
Specks Hospital	Cleveland, Tenn.	Hamblen General Hospital	Morristown, Tenn.
Greeneville Sanatorium & Hospital	Greeneville, Tenn.		
Tacoma Hospital & Sanatorium	Greeneville, Tenn.		

**WATCH INSPECTORS**

The Watch Shop	Asheville, N. C.	W. A. Peace	Jellico, Tenn.
D. B. Ryland & Co.	Bristol, Tenn.	A. Graves & Steuwer Co.	Knoxville, Tenn.
A. F. Steinhofel	Chattanooga, Tenn.	Clifton's, Inc.	Morristown, Tenn.
Pinion Jewelry Co.	Cleveland, Tenn.	W. J. Callison Co.	Middlesboro, Ky.
R. L. Gooch	Harriman, Tenn.	E. R. Perryman	Newport, Tenn.
I. N. Beckner and Son	Johnson City, Tenn.	Ellis J. Goddard	Clinton, Tenn.

**LIVESTOCK AGENTS**

N. Moore, General Livestock Agent	Atlanta, Ga.	M. G. Ware, General Freight Claim Agent	Chattanooga, Tenn.
W. B. Williamson, Livestock Agent	Knoxville, Tenn.		

**DIVISION OFFICERS**

B. L. STANFIEL, Supt. of Terminals	Knoxville, Tenn.
R. L. McCOLLOUGH, Train Master	Knoxville, Tenn.
T. R. GOOD, Train Master	Knoxville, Tenn.
C. C. CRAIG, Train Master	Knoxville, Tenn.
J. H. PEOPLES, Train Master	Knoxville, Tenn.
H. L. HEINZ, Road Foreman of Engines	Knoxville, Tenn.
A. W. LUTTRELL, Terminal Train Master	Knoxville, Tenn.
J. M. CLARK, Terminal Train Master	Knoxville, Tenn.
W. O. CRAIG, Chief Train Dispatcher	Knoxville, Tenn.
R. C. BITTLE, Night Chief Dispatcher	Knoxville, Tenn.
C. F. BITTLE, Train Dispatcher	Knoxville, Tenn.
W. E. BAER, Train Dispatcher	Knoxville, Tenn.
B. H. LINE, Train Dispatcher	Knoxville, Tenn.
O. B. MAY, Train Dispatcher	Knoxville, Tenn.
O. E. DYER, Train Dispatcher	Knoxville, Tenn.
C. A. COOPER, Train Dispatcher	Knoxville, Tenn.
O. C. COX, Train Dispatcher	Knoxville, Tenn.
A. B. PLEMONS, Train Dispatcher	Knoxville, Tenn.
A. B. CLEVELAND, Train Dispatcher	Knoxville, Tenn.
L. R. DYER, Train Dispatcher	Knoxville, Tenn.
J. C. MORRIS, Train Dispatcher	Knoxville, Tenn.
G. O. CASH, Train Dispatcher	Knoxville, Tenn.