

- TIME TABLE -

EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD.

Time indicated in this table is the LEAVING time for all trains, except at points where both arriving and leaving time is specified.

Westward.		Nos. of Stations	October 1, 1903.		Miles...	Eastward.	
Mixed, No. 4.	Mail, No. 2.		LOUISVILLE TIME.			No. 1 Mail.	No. 3, Mixed.
A. M.	P. M.				A. M.	P. M.	
9.35	5.30	1	Ar Johnson City*§Lvo	0	7.10	1.00	
9.25	5.23	2	Sinking Creek	2.0	7.18	1.08	
9.15	5.15	3	Muligan College	3.7	7.25	1.18	
9.05	5.05	4	Watauga Point	5.7	7.33	1.26	
8.58	4.58	6	Gladeland	7.7	7.40	1.35	
8.50	4.50	8	Elizabethton*†	9.5	7.55	1.50	
8.35	4.35	10	Valley Forge	12.25	8.07	2.02	
{ 8251.v	4.25	15	Hampton*§	14.25	8.25	2.20	
{ 15Ar			Pardee Point	16.8	8.45	2.40	
8.00	4.10	17	Bievens	19.5	9.05	3.00	
7.40	3.53	20	White Rock	21.5	9.15	3.10	
7.33	3.45	22	Crab Orchard	23.6	9.25	3.30	
7.18	3.30	24	Roan Mountain*†§	25.7	9.40	3.45	
7.10	3.20	26	Shell Creek*	27.5	9.50	3.55	
6.50	3.05	28	Elk Park	31.7	10.25	4.35	
6.15	2.35	32	Cranberry*	32.7	10.30	4.40	
6.10	2.30	33	Lvo Mine†§ Arr	34.0	10.40	4.50	
6.00	2.15	34					

* Telegraph Stations.

† Fuel Stations.

§ Water Stations.

Conductors and Engineers are prohibited from running trains without having this time table in their possession.

Trains will wait on each other at all meeting or passing points thirty (30) minutes.

Trains will leave terminal stations regardless of over-due trains. Such over-due trains must keep entirely out of the way.

No delayed train shall attempt to run to a meeting point after it gets twenty-five (25) minutes behind its regular time.

Construction trains must be on siding, and have tracks clear, at least ten (10) minutes ahead of regular trains.

Switches must be reset for main track immediately after train passes in or out of siding.

Conductors and Engineers will compare time daily with clock in the office at Johnson City.

When, from any cause, a train is delayed the schedule time is as fast as it should run, but such train must not, under any circumstances, run at a higher rate of speed than fifteen (15) miles per hour.

Through the "Gorge," and at all points where rock or land slides are possible, and in descending heavy grades, trains must be kept under perfect control, and speed must not exceed six (6) miles per hour.

All stations, or other points where trains are liable to be standing, must be approached with train under full control.

No. 1 and No. 2 shall have the right of track, and all other trains will side track for them when practicable.

In effect Oct 15th / 83