

	1:00 A. M.	7:00 A. M.	1:00 P. M.	7:00 P. M.
KNOXVILLE	<i>Wb Clear</i>	<i>Cloudy 48</i>	<i>Cloudy 56</i>	<i>Cloudy 54</i>
HARRIMAN	<i>Wb Cloudy</i>	<i>Wb 46</i>	<i>Wb 51</i>	<i>Wb 50</i>
JELICO		<i>Clear 38</i>	<i>Wb 53</i>	<i>Wb 50</i>
MIDDLEBORO		<i>Cloudy 40</i>	<i>Wb 48</i>	<i>Wb 44</i>

DIVISION OFFICERS	
SUPERINTENDENT	<i>Ch. Barker Jr.</i>
TRAIN MASTER	<i>J.B. Singleton</i>
TRAIN MASTER	
CHIEF DISPATCHER	<i>W.C. Gray</i>
NIGHT CHIEF DISPATCHER	<i>J.C. Battle</i>

WORK TRAINS									
Engine	Conductors	Time Train Went On Duty	Engine-men	Time Engine Went On Duty	Class of Work Done	16 Hour Limit Expires		Time Relieved	
						Train Crew	Engine Crew	Train Crew	Engine Crew
946	Harvey	1:30	John	1:30	Lighting Crew	12:15 pm	12:45 pm	1:30	1:50
K10	Harvey	3:30	Truman	3:30	Lighting Crew	1:30 pm	1:50 pm	3:55	3:55
92	Harvey	3:30	Truman	3:30	Lighting Crew	1:30 pm	1:50 pm	3:55	3:55

SOUTHERN RAILWAY SYSTEM

KNOXVILLE DIVISION
Dispatcher's Record of Movement of Trains

TIME TABLE No. 20

KNOXVILLE, TENN., Friday, Jan'y 19, 1944

DISPATCHERS ON DUTY			
From	1230	M. to	M
From	230	M. to	230
From	230	M. to	1830
From		M. to	M
From	1830	M. to	1830

WEST-BOUND				BETWEEN KNOXVILLE AND MIDDLESBORO				EAST-BOUND				WEST-BOUND				EAST-BOUND				
				TRAIN																
				ENGINE																
				CARS																
				ENGINEER																
				Time Engine Crew Went on Duty																
				Time 16 Hour Limit Expires-Engine Crew																
				CONDUCTORS																
				Time Train Crew Went on Duty																
				Time 16 Hour Limit Expires-Train Crew																
				TIME CALLED TO LEAVE																
				TIME RELIEVED-ENGINE CREW																
				TIME RELIEVED-TRAIN CREW																
				Distance																
				STATIONS																
				Office Designation																
				Capacity of Stalls																
				KNOXVILLE																
				JOHN SEIVER																
				COSTER																
				LUTTRELL																
				TAEZEWELL																
				TIPRELL																
				CUMBERLAND GAP																
				MIDDLESBORO																
				CARS																
				CARS HANDLED ON TRIP																
				TONS HANDLED ON TRIP																

BETWEEN KNOXVILLE, JELICO AND OAKDALE										EAST-BOUND									
TRAIN										EAST-BOUND									
ENGINE										EAST-BOUND									
CARS										EAST-BOUND									
ENGINEMEN										EAST-BOUND									
Time Engine Crew Went on Duty										EAST-BOUND									
Time 16 Hour Limit Expires - Engine Crew										EAST-BOUND									
CONDUCTORS										EAST-BOUND									
Time Train Crew Went on Duty										EAST-BOUND									
Time 16 Hour Limit Expires - Train Crew										EAST-BOUND									
TIME CALLED TO LEAVE										EAST-BOUND									
TIME RELIEVED - ENGINE CREW										EAST-BOUND									
TIME RELIEVED - TRAIN CREW										EAST-BOUND									
Distance										EAST-BOUND									
STATIONS										EAST-BOUND									
Office Designation										EAST-BOUND									
Capacity of Stalls										EAST-BOUND									
KNOXVILLE KY										EAST-BOUND									
JOHN SEVIER JS Yd										EAST-BOUND									
COSTER JC Yd										EAST-BOUND									
8.2 POWELL P 65										EAST-BOUND									
13.4 HEISELL S 110										EAST-BOUND									
20.9 CLINTON CN 5										EAST-BOUND									
35.6 OLIVER SPRINGS BG 30										EAST-BOUND									
41.5 BLAIR BA 45										EAST-BOUND									
50.0 DEVONIA STREET F 15										EAST-BOUND									
51.3 KJ TOWER KJ 60										EAST-BOUND									
52.3 DB TOWER DB										EAST-BOUND									
55.2 OAKDALE GF 50										EAST-BOUND									
20.9 CLINTON CN										EAST-BOUND									
31.6 LAKE CITY CK 50										EAST-BOUND									
38.6 CAREVILLE CV 45										EAST-BOUND									
49.2 PIONEER BY 25										EAST-BOUND									
62.3 NEWCOMB B 43										EAST-BOUND									
65.6 JELICO JO										EAST-BOUND									
85.0 FONDE										EAST-BOUND									
SLEEPERS										EAST-BOUND									
COACHES										EAST-BOUND									
CARS										EAST-BOUND									
CARS HANDLED ON TRIP										EAST-BOUND									
TONS HANDLED ON TRIP										EAST-BOUND									

HELPING ENGINES							MINE ENGINES							PASSENGER TRAIN CONSISTS															
Location	Conductor	Engineer	Engine	On Duty	Off Duty	Miles	Location	Conductor	Engineer	Engine	On Duty	Off Duty	No. 28	No. 29	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Trains	Reported	Reported
Lake City	Stanger	Denney	1476	8:50	11:00	21	Lake City	Nelson	Shank	1600	6:00	12:30	10	28	29												50	12K	
	Stanger	Denney	1477	8:00	11:00	21	Lake City	Adkins	Johnson	600	6:00	12:30	14	28	29												59	515	
							Lake City	Super	Edwards	1600	6:00	12:30	14	28	29												59	1000-1050	
							Lake City	Drummett	Shank	1506	6:00	12:30	14	28	29														

CONNECTIONS AT OAKDALE AND HARRIMAN						INSTRUCTIONS	PASSENGER TRAIN DELAYS	FREIGHT TERMINAL DELAYS	MEMORANDUM OF EXTRAORDINARY OR UNUSUAL OCCURRENCES
Reported	Loads	Empties	Perishable	Perishable	Arrived				REMARKS
					15th 11009	1. Weather conditions and temperature shall be reported at least once in six hours by and recorded for at least one station on each dispatching district and shall be recorded for such other stations as report weather conditions. 2. Each train dispatcher shall sign his name and record the time of going on and off duty in the space provided. 3. The A. M. or P. M., as the case may be, shall be shown at the initial and final time of each movement. 4. The number of cars shall be shown at least at one station and at such other stations as the carrier may determine. 5. Time of trains passing reporting stations shall be recorded; where	to and 7 1/2 am Del 5:05 am 27 Nov 24: 7 10' rgt for main 8:05 # 4100 wcd 27 Nov 15" Conn	2400 10' 10" Signal 400 10' 10" Signal 4100 10' 10" Signal 4200 10' 10" Signal 4300 10' 10" Signal 4400 10' 10" Signal 4500 10' 10" Signal 4600 10' 10" Signal 4700 10' 10" Signal 4800 10' 10" Signal 4900 10' 10" Signal 5000 10' 10" Signal 5100 10' 10" Signal 5200 10' 10" Signal 5300 10' 10" Signal 5400 10' 10" Signal 5500 10' 10" Signal 5600 10' 10" Signal 5700 10' 10" Signal 5800 10' 10" Signal 5900 10' 10" Signal 6000 10' 10" Signal 6100 10' 10" Signal 6200 10' 10" Signal 6300 10' 10" Signal 6400 10' 10" Signal 6500 10' 10" Signal 6600 10' 10" Signal 6700 10' 10" Signal 6800 10' 10" Signal 6900 10' 10" Signal 7000 10' 10" Signal 7100 10' 10" Signal 7200 10' 10" Signal 7300 10' 10" Signal 7400 10' 10" Signal 7500 10' 10" Signal 7600 10' 10" Signal 7700 10' 10" Signal 7800 10' 10" Signal 7900 10' 10" Signal 8000 10' 10" Signal 8100 10' 10" Signal 8200 10' 10" Signal 8300 10' 10" Signal 8400 10' 10" Signal 8500 10' 10" Signal 8600 10' 10" Signal 8700 10' 10" Signal 8800 10' 10" Signal 8900 10' 10" Signal 9000 10' 10" Signal 9100 10' 10" Signal 9200 10' 10" Signal 9300 10' 10" Signal 9400 10' 10" Signal 9500 10' 10" Signal 9600 10' 10" Signal 9700 10' 10" Signal 9800 10' 10" Signal 9900 10' 10" Signal 10000 10' 10" Signal	lost found for the Signal Men notified