

# Clinchfield Railroad Company

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## TIME TABLE No. 21

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EFFECTIVE 12:01 A. M.

### SUNDAY, JULY 27th, 1941

EASTERN STANDARD TIME

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General Rules, Regulating the Movement of Trains, are contained in the Book of Rules for the Government of the Operating Department, a copy of which must be in the possession of each employee in the train service while on duty.

This Time Table is not intended for the information of the public nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employees only.



### SOUTHBOUND TRAINS

### Time Table No. 21

### NORTHBOUND TRAINS

Distance from Elkhorn City	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet	SOUTHBOUND TRAINS				EFFECTIVE Sunday, July 27th, 1941		NORTHBOUND TRAINS										
				Third Class		Second Class				First Class		First Class			Second Class					
					18 Through Freight Lv. Daily P. M.	92 Coast Line Route Freight Lv. Daily P. M.	94 Time Freight Lv. Daily A. M.	38 Passenger Lv. Daily A. M.	STATIONS		37 Passenger Ar. Daily P. M.	97 Florida Perishable Ar. Daily A. M.	95 Freight Ar. Daily P. M.	93 Freight Ar. Daily P. M.						
0																				
1.0	1		Yard						6 20	196 Elkhorn City D	6 50									
5.6	5	756	4404			4 30			F 6 22	1.0 Elkhorn Yard DNYW	6 30		1 30							3 30-92
11.4	11	328				4 48			6 35	4.6 Towers W	6 20		12 36							2 06
14.3	14	865	4063			5 00			s 6 50	5.8 Haysl W	6 08		12 24							1 56
17.5	17	320				5 07			F 6 53	2.9 Delano D	5 58		12 17							1 51
21.5	21	986	3100			5 15			s 7 02	3.2 Clinchoo D	5 52		12 10							1 46
24.5	24	923	4597			5 23			s 7 08	4.0 Fremont D	5 41		12 02 AM							1 39
32.2	32		4003			5 30-37			F 7 20	3.0 Alien W	5 30-92		11 55							1 33
35.1	35	Yard	4500			5 51			F 7 38	7.7 Trammel W	5 18		11 40							1 20
36.3	36					5 55			s 7 50	1760 Dante DYO	5 02		11 30							1 10
41.8	41		Yard			9 30			7 52	1.2 Dante Shop DNWTC	5 00		11 20-93							1 08
42.5	42	1042				10 20-93			8 08	5.5 Boody Y	4 45		10 53							12 45
44.5	44	3000	3178			10 30			s 8 15	0.7 St. Paul DNWX	4 43		10 43							12 29
52.5	52		4161			10 38-97			8 19	2.0 Castle	4 27		10 38-18							12 24 PM
57.0	57	1000				11 00			s 8 35	8.0 Miller Yard D	4 09		10 22							11 44
61.6	61	290	4055			11 55			s 8 43	4.5 Dungannon D	4 01		10 16							11 34
64.4	64	491				12 35 AM			F 8 51	4.6 Wood W	3 51		10 10							11 25
68.8	68	120	4508			12 43			s 8 58	2.8 Ft. Blackmore D	3 44		10 05							11 11
77.4	77		4580						F 9 05	4.4 Starnes	3 35		10 00							11 03
80.1	80					1 17			F 9 25	8.6 Boulder W	3 19		9 46							10 46
81.8	81	216	5018			1 23			s 9 31	2.7 Speers Ferry	3 12		9 42							10 38
87.1	87		3962			1 28			F 9 35	1.7 Kermitt	3 09		9 40							10 35
93.9	93	Yard				8 19-93			F 9 48	5.3 Waycross	2 58		9 30							10 25
95.7	95					9 20-97			s 10 05-95	6.8 Kingsport DNYWOC	2 46		9 20-92							10 05-38
103.5	103	842	3918			10 05-95			F 10 03	1.8 Edgewood	2 34		9 14							9 10
111.6	111	188	3736			10 17-38			F 10 23	7.8 Fordtown W	2 21		9 00							8 56
116.3	116		4187			10 35			F 10 36	8.1 Boone W	2 07		8 50							8 40
119.0	119	Yard				10 05			10 44	4.7 Soldier	1 59		8 44							8 30
120.3	120	Yard				10 15			10 48	2.7 Barrett WT	1 53		8 39							8 19
124.7	124	170	4067			10 27			s 11 05	1.3 Johnson City D	1 50		8 37							8 15
130.7	130	423				10 32			F 11 12	4.4 Okolona	1 28		8 24							7 49
131.7	131		4182			10 44			s 11 23	6.0 Unicoi	1 16		8 15							7 36
136.3	136	Yard				11 00			11 25	1.0 Hannum	1 14		8 14							7 35
						11 57			11 35	4.6 Erwin DYOWTC	1 05		8 00							7 15
						12 20-37														
						A. M. 18 Ar. Daily			A. M. 38 Ar. Daily				P. M. 37 Lv. Daily							A. M. 95 Lv. Daily
						P. M. 92 Ar. Daily			P. M. 94 Ar. Daily				P. M. 97 Lv. Daily							P. M. 93 Lv. Daily

No 37 will wait 15 minutes at St. Paul for N. & W. No. 6 connection.

Southbound trains are superior to trains of the same class in the opposite direction. See Rule 71. At Kingsport and Elkhorn Yard, train 97 will observe rule 99 (C) and time table yard limit rule number 6. Rule 99 (B) is modified to the extent that it does not apply to second class trains.



Distance from Ekhorn City	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet	SOUTHBOUND TRAINS				Time Table No. 21 EFFECTIVE Sunday, July 27th, 1941	NORTHBOUND TRAINS					
				Third Class		Second Class			First Class	First Class		Second Class		
				26 Through Freight Lv. Daily A. M.	94 Time Freight Lv. Daily P. M.	92 Coast Line Route Freight Lv. Daily A. M.	38 Passenger Lv. Daily A. M.		STATIONS	37 Passenger Ar. Daily P. M.	97 Florida Perishable Ar. Daily P. M.	93 Freight Ar. Daily P. M.	95 Freight Ar. Daily A. M.	
136.3	136		Yard	10 45	2 10 <sup>-37</sup>	1 35	11 45	1662 Erwin_DYOWTC	12 55	7 00	4 30	3 30		
144.1	144	3060		11 12	2 27	1 52	12 01 PM	7.8 Canebottom	12 40	6 26	4 00	3 05		
148.6	148	522	3810	11 32	2 40	2 05	F 12 11	4.5 1990 Poplar W	F 12 32	6 18	3 52	2 57		
153.0	153	1223	2362	11 45	2 49	2 14	s 12 24 <sup>-37</sup>	4.4 2038 Hundale D	s 12 24 <sup>-38</sup>	6 10	3 44	2 49		
160.2	160	485	3399	12 08 PM <sup>-37</sup>	3 04	2 35 <sup>-95</sup>	s 12 40	7.2 2050 Green Mountain D	s 12 08 PM	5 57	3 31	2 35 <sup>-92</sup>		
166.5	166	1259	3287	12 40	3 19 <sup>-93</sup>	2 50	s 12 55	6.3 2060 Toecane DWC	s 11 54 <sup>-26</sup>	5 44	3 19 <sup>-94</sup>	2 23		
172.6	172	112	4690	1 10 <sup>-38</sup>	3 34	3 05	F 1 10 <sup>-26</sup>	6.1 2080 Lunday	F 11 41	5 32	3 05	2 09		
173.5	173	1915		1 21	3 35	3 06	F 1 11	0.9 23.4 Kona	F 11 39	5 30	3 03	2 07		
178.8	178		4183	1 34	3 49	3 20	1 24	5.3 Caxton W	11 27	5 18	2 50	1 54		
179.6	179a	522		1 36	3 50	3 21	s 1 26	0.8 24.2 Penland D	s 11 25	5 17	2 49	1 53		
183.1	183	1448	4615	1 45	3 56	3 27	s 1 32	3.5 2070 Spruce Pine D	s 11 18	5 11	2 42	1 46		
187.0	187	4290		1 58	4 10	3 41	s 1 45	3.9 2070 Altapass DYW	s 11 08	5 01	2 30	1 34		
188.1	188	300	4656	2 25 <sup>-93</sup>	4 13	3 44	1 47	Blue 10.1 1927 Ridge W	11 06	5 00	2 25 <sup>-26</sup>	1 29		
196.6	196	269	4464	3 05	4 40 <sup>-97</sup>	4 04	2 04 <sup>-93</sup>	8.5 Rooky W	10 51	4 40 <sup>-94</sup>	2 04 <sup>-38</sup>	1 07		
202.5	202	335	1661	3 22	4 51	4 14	s 2 16	5.9 1718 Ashford D	s 10 40	4 25	1 39	12 50		
205.2	205	480	4670	3 47	5 12	4 34	F 2 25	2.7 1500 Avery WC	F 10 35	4 18	1 32	12 43		
211.9	211	259	4228	4 08 <sup>-97</sup>	5 23	4 45	2 35	6.7 Catawba	10 22	4 08 <sup>-26</sup>	1 20	12 31		
218.5	218	6163	1225	4 27	5 37	4 59	s 2 45	6.6 134 Marlon DO	s 10 11	3 55	1 07	12 17		
220.3	220		4741	4 47	5 50	5 02	2 48	1.8 Mead	10 07	3 53	1 04	12 14		
227.1	227	373	4056	5 05	6 03	5 15	F 3 00	6.8 1270 Fero W	F 9 57	3 42	12 52	12 01 AM		
232.6	232	540	4049	5 19	6 14	5 26	F 3 10	5.5 912 Thermal	F 9 46	3 30	12 40	11 49		
240.0	240	450	4111	5 35	6 25	5 37	F 3 20 <sup>-97</sup>	7.4 855 Logan	F 9 32	3 20 <sup>-38</sup>	12 29	11 38		
245.1	245		Yard	6 00	6 45	6 00	F 3 30	5.1 880 Bostic Yard DOWT	F 9 23	3 10	12 21	11 30		
247.7	247	282		6 07	6 51	6 06	s 3 35	2.6 807 Forest City D	s 9 19	2 52	12 16	9 51		
250.4	250		3938	6 14	6 55	6 10	3 40	2.7 Blanton	9 14	2 48	12 12	9 47		
254.5	254	552		6 24	7 02	6 17	F 3 46	4.1 808 Harris	F 9 06	2 42	12 05 PM	9 40		
261.7	261	1340	4113	6 40	7 13	6 28	s 3 57	7.2 832 Chesnee DW	s 8 56	2 33	11 55	9 30		
266.6	266	630		6 52	7 21	6 36	F 4 05	4.9 841 Mayo	F 8 47	2 25	11 47	9 17		
271.9	271a		3977	7 05	7 31	6 46	4 12	5.3 Padgett	8 39	2 18	11 39	9 09		
277.3	277		Yard	7 45 <sup>-95</sup>	9 00 <sup>-95</sup>	8 30 <sup>-37</sup>	4 35	5.4 774 Spartanburg DYW	8 30 <sup>-92</sup>	2 10	11 30	9 00 <sup>-94</sup>		
				P. M. 26 Ar. Daily	P. M. 94 Ar. Daily	A. M. 92 Ar. Daily	P. M. 38 Ar. Daily	STATIONS	A. M. 37 Lv. Daily	P. M. 97 Lv. Daily	A. M. 93 Lv. Daily	P. M. 95 Lv. Daily		

Southbound trains are superior to trains of the same class in the opposite direction. See rule 71.  
 At Spartanburg and at Erwin, train 97 will observe rule 99 (C) and time table yard limit rule number 6.  
 Rule 99 (B) is modified to the extent that it does not apply to second class trains.  
 No. 37 will wait 15 mins. at Spartanburg for Sou. Rwy. No. 9, connection.

All trains stopping at Canebottom will protect by flag regardless of whether standing between switches or not. Rule 99B applies at that point.



## SPECIAL INSTRUCTIONS

General Rules, regulating the movement of trains, are contained in the Book of Rules for the government of the Operating Department.

A copy of these rules must be in the possession of each employee in train service.

### STANDARD TIME

1. Clocks showing standard time are located at Elkhorn Yard, Dante Yard, Dante Shop Telephone Office, Kingsport Passenger Station, Johnson City Telephone Office, Erwin Telephone Office, Erwin Roundhouse and Spartanburg Yard.

Watch inspections will be held three times each year: January 1st to 15th, May 1st to 15th, and September 1st to 15th.

Employees who are required to have standard watches will report to watch inspectors between these dates and have their watches inspected.

Inspector will make one trip over the road between the dates mentioned to inspect watches of those who cannot conveniently report to him.

### REGISTERING

2. All trains will register at Elkhorn City, Elkhorn Yard, Dante Shop Telephone Office, Erwin and Spartanburg.

Dispatcher will register first class trains and trains running on train order schedules at Elkhorn Yard and Spartanburg Yard.

Train 38 will get a 31 order or clearance card at Elkhorn Yard. All trains will get a 31 order or clearance card at Erwin.

### BULLETIN BOARDS

3. Bulletin Boards and Bulletin Books are located at Elkhorn Yard, Dante Shop, Kingsport, Johnson City, Erwin and Spartanburg Yard. See Rule 102.

### MAXIMUM SPEED

4. Passenger first class trains and passenger extras forty-five (45) miles per hour, except between Dante and Shannon Tunnel and Toecane and Berry Gap, thirty-five (35) miles per hour.

Time freight trains between Spartanburg and Avery forty-five (45) miles per hour.

Time freight trains between other points, and northbound slow freight trains handling no coal thirty-five (35) miles per hour.

Southbound slow freight trains thirty (30) miles per hour except between Dante and Shannon Tunnel, between Toecane and Berry Gap, twenty-five (25) miles per hour.

Trains handling derrick cars thirty (30) miles per hour except between Dante and Shannon tunnel and between Toecane and Berry Gap twenty-five (25) miles per hour.

Trains or engines backing or with cars ahead of engine twenty (20) miles per hour.

All trains will approach point of slide at MP 4 and expected slide at Rex, MP 10½ prepared to stop.

All trains reduce speed to fifteen (15) miles per hour over Unaka Springs bridge.

All trains reduce speed to twenty (20) miles per hour over fill just north of Feldspar siding (½ mile north of Toecane) and look out for rock slides on that curve.

Maximum speed is the maximum authorized and must be reduced where curvature or any condition of track or weather makes this maximum unsafe, to such speed as can be safely made.

### STATIONS FOR WHICH NO TIME IS SHOWN

5. Nos. 37 and 38 will stop at Domus, Steinman, McClure, Nora, Long Branch, Wakenva, Bonnycrest, Hamlin, Quarry, Burton's Ford, Carfax, Bangor, Hardwood, Hill, Rye Cove,

Winger, Rotherwood, Roller, Pactolus, Hemlock, Kitzmiller, Gray, Indian Ridge, Normal, Marbleton, Fishery, Chestoa, Unaka Springs, Lost Cove, Webb, Roses Branch, Bandana, Boonford, Wing, Switzerland, Loop, North Cove, Sevier, Hankins, Glenwood, Brice, Tate, Bostic, Enola and Lawson on signal.

Bartlick, Splashdam, Relief and Forbes are regular stops for Nos. 37 and 38.

### YARD LIMITS

6. Yard limit signs are placed and should be observed as follows, viz.:

South of Elkhorn Yard protects Clinchfield and C. & O. trains in both directions north of this sign to Elkhorn city Station.

On Elkhorn main track north of Dante protects southbound trains to yard limit sign south of Dante. See time table rule 8 (a).

On main track south of Dante, protects northbound trains to yard limit sign north of Dante and to mines.

On main track north of Boody protects southbound trains to yard limit sign at north end of Clinch River bridge.

On main track north end of Clinch River bridge protects northbound trains to yard limit sign north of Boody.

On main track north of Kingsport protects southbound trains to yard limit sign south of Kingsport.

On main track south of Kingsport protects northbound trains to yard limit sign north of Kingsport.

North of Barrett, passing siding, protects southbound trains to yard limit sign south of E. T. & W. N. C. Junction.

On main track south of East Tennessee and Western North Carolina Junction protects northbound trains to yard limit sign north of Barrett passing siding and trains on Carnegie Branch.

On main track north of Erwin protects southbound trains to yard limit sign south of Erwin.

On main track south of Erwin protects northbound trains to yard limit sign north of Erwin.

On main track north of Avery protects trains in both directions between the yard board and Avery tank.

On main track north of Marion protects southbound trains to yard limit sign south of Marion.

On main track south of Marion protects northbound trains to yard limit sign north of Marion.

On main track north of Bostic Yard protects southbound trains to yard limit sign south of Bostic Yard.

On main track south of Bostic Yard protects northbound trains to yard limit sign north of Bostic Yard.

On S. A. L. Connection track at Bostic Station protects Clinchfield trains to Mort.

On main track north of Wye at Spartanburg, protects trains in both directions to connection with Southern Railway at Spartanburg.

Switching and other engines and trains may work within these limits, with engine under full control, and able to stop within half distance of range of vision, without regard to second class and inferior trains, but must clear the main track immediately upon their approach. Second class and inferior trains must approach and run through these limits under full control, expecting to find main track occupied. See time table rule 8(a).

## YARDS

### ELKHORN CITY

7. Track between yard board south of Elkhorn Yard and bridge just north of Elkhorn City Station will be used by trains of Chesapeake and Ohio and Clinchfield Railroads and all trains including first class trains, will be handled under the control of the engineman

and prepared to stop within half range of vision. No train must occupy this track within five (5) minutes of the time of a first-class train without full protection. Chesapeake and Ohio passenger trains will have the same rights and privileges in that territory as Clinchfield passenger trains. Derailing Switch has been placed in main track between north Switch of interchange track and Elkhorn City Station. This Switch must be kept set to derail, except when thrown to clear for trains to pass.

(a) First class trains reduce speed to 15 miles per hour between Barrowmans tipple and south leg of Wye.

### DANTE

8. Switches to Dante "Y" must be kept set to run cars from either fork around "Y" and prevent their reaching main track.

A derailer has been placed on south end track 4, about five car lengths from south end of that track to protect caboose cars.

The lead track between Dante station and Dante coaling tipple will be used as passing track at Dante. Southbound trains taking siding at Dante will head in at the station. Northbound trains taking siding at Dante Shop will head in at the coaling tipple.

Engines will not stand on crossover at Dante Shop to take water.

(a) Switching and other engines and trains may move in both directions over the main track between Dante Shop and the crossover at Dante Station without orders but under full control and able to stop within half range of vision regardless of third class or inferior trains but must protect against first and second class trains in all cases.

Rule 99C and the last paragraph of time table rule No. 6 will apply except that no such movements shall be made on the time of a first or second class train without full protection.

Second class trains will be governed by rule 99C and time table rule No. 6.

### BOODY AND ST. PAUL

9. Northbound trains setting off loads billed to St. Paul Junction and beyond will back them through crossover at south end Boody and into track one on N. & W. yard. Trains delivering empty coal cars will place them on track two. All bills with switch list must be left at St. Paul Station.

Movement from Clinchfield Boody yard to N&W Boody yard through the connection track must be protected by flag and flagman must give signal to crew to proceed around the connection track before movement is started. This flagman will also protect the crossing at west end N&W Boody yard.

Southbound trains making delivery to N&W at Boody will call operator at St. Paul Tower before starting around the wye, to find out if any N&W train on N&W Boody yard and take no chance of a collision between the two yards.

Southbound crews picking up at Boody, leaving rear on main track must not depend on air holding cars left on main track, but protect such cars with hand brakes sufficient to hold cars while pick-up work is being done.

The same train order and block signal at St. Paul tower is used for Clinchfield and N. & W. trains.

Keep track 1 Boody clear to be used as passing track.

### DUMPS CREEK LINE

Dante mine run crew working between Dante and Clinchfield will use Dumps Creek Line without orders. When necessary for other trains to use Dumps Creek Line it will be done only after arrangements have been made with the crew referred to.

### MILLER YARD

Southbound trains picking up at Miller Yard at night will mail copy of wheel report to agent Miller Yard.

Southbound third class and inferior trains must exercise extreme care passing through station limits at Miller Yard and



trains switching and picking up at the south end of Miller Yard will keep informed as to the probable arrival of other south-bound trains so that the work may be done safely and with as little delay to other trains as possible.

#### FRISCO

10. Check Southern Railway train register at telegraph office before occupying main track to know that first class trains have passed. Frisco yard is protected by yard boards on Southern Railway, located about 1200 feet from outer switches.

Conductors must be careful to know that switch list is left with operator Frisco for each car delivered; that car numbers are absolutely correct and that time delivered is shown on switch list as our interchange reports are made from these lists.

Deliver to Southern Railway on tracks 1 and 2.

Southern will deliver to us on track 3.

Time freight trains will set off perishable loads routed via Frisco at Frisco and other Frisco loads at Kingsport.

#### KINGSPORT

Pusher engines for coal trains will go to north end of yard to get on trains and will get water at the north end of Kingsport Yard instead of at south end.

Northbound trains set off on dye plant lead.

Southbound trains set off on south yard opposite tank, or on track 9.

Nos. 93 and 97 pick up at dye plant lead. Bills in telephone booth at South end runaround track.

Other northbound trains pick up as instructed. Bills at passenger station.

Northbound trains setting off between 6:30 am and 10:00 am leave bills in telephone booth at south switch run-around track; at other times throw off bills at passenger station to the operator.

Southbound trains pick up from track 8.

Trains and engines using wye at Kingsport will stop before passing over Main and Market Street crossings.

Yard engines at Kingsport will flag across Main, Clinchfield and Center Street crossings on leads to Meade Fibre and Kingsport Press plants.

#### JOHNSON CITY

12. Southbound trains setting off at Barrett must have man on leading car as required by city ordinance and will also station man on Tennessee Street crossing to protect it. When moving south with engine ahead and signals working at crossing it will not be necessary to have man at the crossing, but if signals not working the crossing must be flagged.

Road crews, as well as yard crews, will flag any crossings not protected by signals, when switching over the crossings.

The man watching the crossing must keep a sharp lookout for motorists and other persons who may attempt to cross.

Yard crews must know that signals are working at crossings protected by signals or flag the crossing. When cars are being backed or shoved ahead of engine, a proceed signal from member of crew on leading car will be signal to the engineer that signals are working or crossing is being flagged.

Signals at Watauga street do not operate for trains using front track.

Signals at Tennessee street, Barrett, do not operate for trains using tank track or backing or heading into south switch of the long track.

Trains using these tracks will flag the crossings under all conditions.

Signals at Watauga street and Tennessee street will not work if cars are left on the bell circuit which extends several car lengths on each side of the crossing on all tracks except the front and tank tracks.

Cars must not be left standing on passing track Barrett so as to block the crossing bell circuit.

On Carnegie Branch all trains will flag across Main Street and Market Street crossings.

On Carnegie branch all trains must come to full stop before crossing E. T. & W. N. C. Railway and Southern Railway tracks.

Interlocking derailleurs have been placed on the main track of Carnegie Branch on each side of Southern Railway crossing at Carnegie. Levers operating these signals are located at Southern Railway crossing and are equipped with switch lock and must be thrown to danger position against Southern Railway trains before derailleurs on our tracks can be thrown.

These levers are protected by time lock. Read instructions before operating and after crossing is used set the time lock properly.

This crossover switch must be lined up for Southern Rwy. main track movement immediately after being cleared by our movement regardless of whether a member of our crew remains at the switch or not.

All trains will approach and pass over track between Buffalo St., Johnson City, and south switch Barrett passing track under full control and be able to stop within half range of vision. Trains of the Southern Ry. use our main track in this territory without protection.

#### ERWIN

13. Engineers arriving Erwin on pusher engines from the south will call dispatcher from south end of Erwin Yard and report their arrival.

All freight trains coming into Erwin yard will stretch slack in train, after stopping on Yard track, and will set brakes sufficient to hold the slack out.

Trains pulling into Erwin yard with 50 cars or less will set up five hand brakes and trains with more than 50 cars will set up ten hand brakes on south end to prevent train rolling out.

Cars to be re-iced at Erwin must be brought into Erwin on head end or next to caboose so that they can be switched out without delay.

The normal position for the main track switch at south end of Erwin yard will be for movements to and from the yard and all trains will approach this switch prepared to stop.

It will not be necessary for trains using the main track to align this switch for the yard after using it.

Trains heading in this switch will not exceed speed of 12 miles per hour.

#### MARION

14. In setting off on interchange tracks shove up as far as possible. Southbound time freight trains deliver to Southern on track 2. Southbound slow freight trains deliver to Southern on track 3. Do not place bad order or no-bill cars on interchange tracks but leave such cars on scale or shop tracks.

#### BOSTIC YARD

15. Seaboard Air Line Railway engines have the same rights and privileges on Bostic Yard as Clinchfield engines and will use the passing track north of yard tracks to pull by and back in or to switch their trains.

#### SPARTANBURG

16. Yard limit board on main track north of Lawsons Fork Bridge protects trains in both directions to connection with Southern Railway just north of Church Street Bridge. Switching and other engines and trains may work within these limits, under direction of Yardmaster, with engine under full control, and able to stop within half range of vision, without regard to second class and inferior trains, but must clear the main track immediately upon their approach.

Second class and inferior trains must approach and run through these limits under full control, expecting to find main track occupied, and able to stop within one-half the range of vision.

(a) In pulling into yard tracks, engineman must not assume that such tracks are clear, even though they may have been so reported. Train must be so handled as to be able to stop within range of vision in case track is found not to be clear.

(b) Southern Railway crews, handling cars for interchange to or from Clinchfield Railroad and its connections, or doing any other work under direction or authority of Yardmaster will have the same rights and be governed by the same rules as Clinchfield crews within Spartanburg yard limits.

(c) Cars must not be left on main line, except when being handled or protected by the crew in charge, or under authority or direction of Yardmaster.

(d) Cars must not be permitted to stand foul of the clearance point of an adjacent track.

(e) Main line switches, except when in use, must be left set for main track.

(f) City ordinance prohibits the blocking of any street crossing for longer than five (5) minutes.

(g) Reduce speed to not exceeding ten miles per hour and engine bell must be rung approaching and until head end of train passes over Evins Street crossing.

(h) Cars must not be backed over nor cut loose and allowed to run over Evins Street crossing without a brakeman on the front of or preceding the leading car, and must not be jerked or kicked over this crossing in switching.

(i) A derailer is located on cross-over from south end of interchange yard to Southern main line at Spartanburg and is located to clear Southern main track. A mallet engine will not clear between the south switch to interchange and this derailer.

(j) Trains must flag Magnolia Street crossing when gateman is not on duty.

#### HANDLING OF TRAINS, AIR AND RETAINERS

17. Air brakes must be tested on all trains before leaving terminals and on all cars picked up between terminals.

Air brakes must be tested on all cars handled to mines, retainers turned up and brakes tested on cars handled from mines at Dante.

In order to prevent stuck brakes and slid flat wheels be governed by the following:

##### SINGLE TRAINS:

When one or more cars are added to a train at any point, the cars added, when in the position where they are to be handled must be tested by making a full service application of the brakes before the air is cut through into the rear portion of the train.

##### DOUBLE TRAINS:

When more than one engine is used on the head end of a train and at points where the second engine does the switching and picking up, the brakes on the cars picked up will be tested after placed in the train by making a full service application of the brakes and cutting out brake valve while the brakes are applied and let the head engine when coupled release the brakes on the entire train.

At any point where a change is made in the make-up of the rear portion of the train, such as, cutting in an engine, cars or caboose, a full service application of the brakes must be made by the leading engine in the train and ample time given for release before starting.

Air brakes must not be released after an undesired emergency application until train comes to a stop.

18. COAL TRAINS will handle retainers, test brakes and make train inspections as follows:

(a) Northbound, test brakes at Delano and proceed only when getting word from rear that brakes are working.

(b) Southbound, make running test at south end Sandy Ridge tunnel; make running test approaching yard board north of Barrett; make running test at Altapass and unless there is reason to suspect that the train cannot be properly controlled pull down between switches at Ridge before stopping; pushers and caboose will continue on train until this stop is made and then drop caboose by at the north end of Ridge. Pushers must know that the caboose is properly coupled before leaving there for Erwin.



(c) Northbound turn up all except 10 retainers on rear at Delano.

(d) From Dante to Boody and from Unicoi to Erwin turn up retainers on that half of train next to engine.

(e) From Ridge to Avery turn up all retainers except ten (10) on rear.

(f) Turn retainers all the way up, regardless of the type of retainer.

(g) Southbound, stop at Wood, Ridge, Rocky and Avery and make careful inspection of entire train. Make running inspection at Kermit by having head brakeman get off at north switch, inspect train carefully as it pulls by and catch caboose, giving stop signal if any trouble. At Rocky, in daylight, make running inspection.

(h) Air must be coupled through pusher engines Elkhorn Yard to Dante, Kingsport to Barrett, Johnson City to Unicoi and Erwin to Altapass.

(i) Feed valves on all pusher engines must be adjusted to conform to the pressure carried on rear of train, care being exercised in adjusting the feed valve to insure the pressure of the pusher engine and that portion of train behind the pusher engine not being higher than the pressure in the rear of the train to be coupled to.

(j) In no case shall pusher engine move rear of train without definite knowledge that the air is working through entire train.

19. TIME FREIGHT TRAINS will handle retainers, test brakes and make train inspection as follows:

(a) Northbound, make running brake test at Towers.

(b) Southbound, make running brake test at South end Sandy Ridge tunnel.

(c) Southbound, make running brake test at Altapass.

(d) Southbound, with sixty cars or more, turn up retainers Altapass or Ridge to Avery, as needed.

(e) Southbound, with retainers turned up, let head brakeman off at Rocky tank to inspect train as it pulls by, stopping to let this brakeman make inspection of the other side of train, turning down retainer on any cars that have excessively hot wheels.

(f) Southbound, with no retainers turned up, let head brakeman off at Rocky tank to make running inspection, let him catch caboose and then stop train and make inspection of both sides of it at Avery.

(g) Both directions, when weather conditions make it impossible for crews to see over their entire train at least in each twenty (20) miles run, let head brakeman off, pull train by him slowly to make inspection of train.

(h) Do not turn up retainers on tank cars, loaded or empty.

(i) In turning up retainers, turn them all the way up, regardless of type.

(j) Pusher engines on 92 and 94 will cut out at north end of Ridge, except that when the pusher is a mallet and it is necessary to turn up retainers. In that case, pusher will cut out at south end of Ridge.

When 92 or 94 picks up at Altapass and one engine can start the train from there, cut out the pusher at Altapass.

23. In handling cars to and from coal tipples, air must be first coupled on all cars and tested. Engines or cars with defective brake equipment must not be used on tipples. Train crew will ride on engine and train must be handled entirely by air brakes. When cars are in position on tipple, air brakes must be released and hand brakes applied to each car. In no case shall a run be taken at incline.

24. "Slack action" in long trains must be handled as follows:

In starting with two engines on head end, leading engine will start as much of the train as possible, then second engine will be given steam gradually until train is started. If unable to start train leading engine will then blow pusher on rear ahead and this will be signal for pusher to take slack from rear, and brakemen must station themselves on train to transfer this signal. In stopping, the second engine on head end must in all cases shut off steam first, giving the leading engine an opportunity to bunch slack before making application of brakes. In no case should brakes be applied before slack is bunched when pusher is used on rear. On ascending grade where stop is made with independent

brake, automatic brake should also be applied and released and sufficient hand brakes set up to prevent rear from running back.

#### BLOCK AND BLOCK SIGNALS

25. When southbound time freight train follows train 38 from Elkhorn Yard within twenty (20) minutes such train will be blocked one station behind train 38, Bartlick to Fremont. Time freight train will call dispatcher from Bartlick for block to Haysi but in case of wire trouble will proceed on permissive block.

(a) Absolute block for southbound trains applies between Dante and St. Paul Tower except for first class trains. In case of wire trouble, operator at Dante shop may issue permissive block card and trains receiving such card will be governed by Rule 707, Book of Rules.

(b) When train 38 passes train 94 between Boody and Hill, train 38 will drop fusee at Rye Cove.

(c) When train 94 passes Ft. Blackmore within 25 minutes of the time of train 38, train 94 will call dispatcher at Kermit and remain there until train 38 arrives Kingsport, or, in case of wire trouble, wait ten minutes and proceed.

(d) Southbound freight trains following passenger train from Barrett will not leave Barrett until such passenger train has left Johnson City station.

(e) Southbound freight train at Hannum for southbound passenger train will not leave Hannum until such passenger train has cleared at Erwin.

(f) A southbound train passed by a train at Ridge will remain at Ridge until such train passes Camp 2 on the lower grade.

A southbound train passing another at Ridge will sound whistle when passing Camp 2 on the lower grade as information to the train waiting at Ridge.

(g) Southbound freight trains passed by train 38 at Rocky will remain at Rocky until that train has cleared at Ashford and if unable to ascertain that train 38 has passed Ashford will wait at Rocky fifteen (15) minutes and proceed on permissive block.

28. Following instructions will govern the operation of block signals at Sandy Ridge Tunnel, Dante, between Boulder and Kermit, and between Altapass and Byrd Tunnel.

Arm horizontal—stop before entering block.

Arm vertical—proceed.

Normal position of signals—at clear.

Telephones have been installed at automatic signals at Trammel Tank, at M. P. 35 just north of Dante Station, at Boulder, at Kermit, at south end of Byrd Tunnel; on lower and upper grade at Switzerland, south and north ends of Ridge passing siding and Altapass.

Trains receiving orders to meet within block signals will not be given orders to disregard signals until they find signal against them, when they will call up for order. Trains making meeting points within block signal limits by rule will call up dispatcher upon arrival at meeting point if they do not clear main track so that opposing trains may be given order to disregard signals. Trains following each other will not be given orders to disregard signals except in cases of accident or failure of signals, when information that train is ahead will be given. Where view is obstructed, either by curve or smoke in tunnels, following trains will flag ahead through such tunnel and will be handled under control of engine-man.

Trains receiving order to disregard a signal will run carefully expecting to find an open switch, broken rail or the track obstructed.

When signal indicates STOP, train must come to stop before reaching signal, communicate with Dispatcher's office and receive order to disregard signal or send flagman in advance, wait five minutes and proceed under control, following flagman at a safe distance until obstruction is reached or a block signal indicating PROCEED.

Conductors and enginemen must report to Train Dispatcher from first telephone office any signal not working properly. Signal

should change from PROCEED to STOP when train enters block and its failure to do so should be reported, giving number of signal.

Automatic block signals do not relieve employees of the duty of properly protecting trains by flag in accordance with Rule 99.

The block signal circuit extends to the clearance point on sidings and train and engine crews must see that circuits are cleared, otherwise block signals will not clear for approaching trains.

Southbound trains holding main track at Ridge to meet trains will open south switch at Ridge on arrival. This will clear the northbound signal at Switzerland and avoid stopping the train to be met.

The approach circuit trip for southbound movement at Trammel and at Boulder is located near the south switch and southbound trains holding main track and stopping to meet northbound trains at those points will stop before reaching the circuit trip so that northbound signal at Dante and Kermit will not be thrown against the northbound train to be met.

#### GENERAL

29. Freight extras may run ahead of third class trains.

30. When overtaken at stations slow freight trains will allow time freight trains and locals will allow time freight or slow freight trains to pass promptly.

31. Rear of trains handling derrick cars must be protected at all points.

32. Mine track, just south of Clinchco station, will be used as passing track for trains holding meet orders at Clinchco.

33. At points where pusher engine is cut off to take water, at night, light must be placed on rear of train to assist pusher engine in finding rear to make coupling.

Pusher engine must not attempt to couple to train while train is in motion.

34. In turning engines or trains on wye tracks maintain slow speed and exercise care due to sharp curvature on these tracks.

34. (a) When putting up coal on treated timber coal wharves, engineers will prime injector and leave primed all the time the engine is on tipple, to put out any fire that might start from coals dropped through ash pan.

35. Rule 14 (1) book of rules is changed to read: "Two longs one short and one long; the last long blow to be timed so that it will end as the engine reaches the crossing."

36. Engines of this Company weighing seventy-five (75) tons or over will not use the bridge of Black Mountain Railway at Kona.

37. Trains handling creosoted poles loaded on flat cars will keep them at least three cars from engine or caboose.

From Spartanburg handle these poles on head end and out of Erwin handle them on head end of N&W classification for St. Paul and on head end of the Russell classification for the C&O, subject to the above rule as to three cars from engine.

38. To prevent accident at crossing, a train having to cut a crossing at a station where it is to meet or be passed by another train, will have a man stationed at the crossing to protect it on the approach of the other train.

39. Switches on switchback at Dante and at all operation tracks must be so adjusted as to prevent cars from operation tracks reaching main track in case of a runaway.

40. Derails have been placed in a number of our passing sidings. Train crews and others will observe the position of derails when using these passing sidings.

41. Two derailleurs are located on Mine track No. 7 at Clinchco, one at clearance point and one two thousand (2000) feet from clearance point.

Two derailleurs are located on track serving Lime Plant at Ashford; one at clearance point and one just north of highway crossing.

No derailleurs on Wye at Altapass and cars must not be left on either leg of this Wye.

42. Engineman will sound whistle at abrupt curves between Unaka Springs and Poplar between 7:00 a. m. and 4:30 p. m., as warning to section men.



43. Clearance cards issued by operators to trains for which they have no orders while the train order signal is displayed must show for what train or trains the signal is displayed.

43. (a) Operators holding restrictive orders for trains to meet or wait at points where orders are to be delivered will, in addition to displaying stop signal and train order signal, also flag the train to be stopped to be sure that the train does not run by the switch to be used by the train to be met.

44. Trains holding meet orders at points where no operator is located will call dispatcher promptly on arrival if the train to be met has not arrived.

45. Between 6:00 p. m. and 8:00 a. m. all southbound freight trains will call dispatcher at Barrett and all northbound slow freights and pushers will call dispatcher at Toecane unless otherwise directed.

47. Work train conductors will show on time slips the nature of work in which engaged in order that chargings may be properly distributed. It is very important that Conductors and Engineers show on their time tickets class of services performed and actual miles made as well as miles allowed.

48. Telegraphic report must be made of train accidents and personal injuries as promptly as possible.

49. Conductors of freight trains out of Dante and Spartanburg will give dispatcher consist of their train before leaving terminal or from first station or call-up point after leaving terminal.

50. Loads must not be moved without way-bills. Way-bills which show a change in initial or number of car without notation showing authority for such change must not be accepted.

51. Empty tank cars must have dome cap in place before being moved.

52. Switch lists must be left for cars taken into Elkhorn Yard, Dante Yard, Erwin, Bostic Yard, and Spartanburg, and for all cars set off at Boody, St. Paul, Miller Yard, Frisco, Kingsport, Johnson City, Kona, and Marion.

Conductors will show time of arrival on all switch lists.

53. Booth telephones are equipped with either hand or foot switches for the purpose of cutting 'phones off the line when not in use. This is of benefit to the telephones and the line. Watch to see that these switches are properly handled and be careful to see that the doors to telephone booths are locked after using them.

54. When cars are set off on loading sidings, other cars on such sidings being loaded or unloaded must not be displaced.

55. Trains of this Company will be handled over the tracks and will be subject to the rules, orders and special instructions of the Norfolk and Western Railway between Carbo and St. Paul. All Clinchfield Railroad crews using this track must be supplied with copies of current time table of the Norfolk and Western Railway.

56. When time freight and coal trains are leaving terminals and points where cars have been set off or picked up, conductor or brakeman will let train pull by them slow enough to catch any hand or air brake that may be holding.

57. Do not put engine beyond derailer of Ellis siding.

58. Crews must not jerk nor kick cars over road crossings in switching.

60. "Water one mile" signs have been removed at Marbleton and trains taking water at that point will protect rear of train as per rule 99.

"Water one mile" sign SOUTH of Raccoon tank has been removed and northbound trains stopping there for water will protect rear of train as per rule 99.

60. (a) Northbound trains will handle merchandise cars out of Spartanburg, Bostic Yard and Marion as near engine as practicable to prevent robbery.

60. (b) Trains working over Ashford lime plant track will reduce speed to ten (10) miles per hour over the lead track; will flag the highway crossing near the lime plant and when working this place at night and having the highway blocked will flag the crossing with fusee or lantern to prevent automobiles and trucks running into cars on the crossing

60. (c) Crews working Duke plant will get engine ahead of

cars in both directions and will flag the main Cliffside highway crossing, about 4 miles from Brice, day or night.

60. (d) Trestle near end of Sevier spur track is not safe for engines.

#### INTERLOCKING

61. At interlocking plants engineers must bring their trains to full stop if "Stop" signal is displayed and communicate with leverman at telephone office for instructions. They should not pass any derailling switch under stop signal unless they personally assure themselves that switch has been properly spiked up.

#### SIGNALS GOVERNING MOVEMENTS THROUGH ST. PAUL INTERLOCKING PLANT

Groups of yellow lights on discs located on poles near crossover give indications to govern all movements.

All indications given by three lights.

Three lights displayed horizontally, or straight across the disc, is a STOP signal.

Three lights displayed at an angle of forty-five degrees is a PROCEED WITH CAUTION signal.

One light displayed under any group of three lights indicates stop and stay.

SOUTHBOUND movements governed by one disc of lights.

NORTHBOUND movements governed by lights in three discs on a two bracket pole.

The top disc lights on high, east or right hand bracket indicate movement to be made over Clinchfield main track.

The bottom disc of lights on the same bracket indicate movement to be made from Clinchfield main track to N. & W. main track.

The disc lights on the left hand or lower bracket indicate movements to be made from the interchange track at St. Paul to the N. & W. main track.

#### LAWS AND ORDINANCES

62. Be governed by laws of the different states and ordinances of incorporated towns as shown below:

63. KENTUCKY—Every company shall provide each locomotive engine passing upon its road with a bell of ordinary size, and steam whistle, and such bell shall be rung, or whistle sounded, outside of incorporated cities and towns, at a distance of at least fifty rods from the place where the road crosses upon the same level any highway or crossing at which a sign-board is required to be maintained, and such bell shall be rung or whistle sounded continuously or alternately until the engine has reached such highway crossing and shall give such signals in cities and towns as the legislative authorities thereof may require. For failure to comply with this section or for violating or permitting any of its employees or agents to violate the provisions of this section the railroad company shall, in addition to subjecting itself to any damages that may be caused by such failure or violation, be guilty of a misdemeanor and be fined for each failure or violation not less than \$10.00 nor more than \$50.00, to be recovered by prosecution in the name of the commonwealth in any court of competent jurisdiction.

64. VIRGINIA—Every railroad company, whose line is operated by steam, shall provide each locomotive engine passing upon its road with a bell of ordinary size, and steam whistle, and such whistle shall be sharply sounded outside of incorporated cities and towns at least twice at a distance of not less than three hundred yards nor more than six hundred yards from the place where the railroad crosses upon the same level any highway or crossing, and such bell shall be rung or whistle sounded continuously or alternately until the engine has reached such highway crossing, and shall give such signals in cities and towns as the legislative authorities thereof may require.

65. TENNESSEE—In order to prevent accidents upon railroads, the following precautions shall be observed:

(1) The overseers of every public road crossed by a railroad shall place at each crossing a sign, marked as provided by section 2659, and the county court shall appropriate money to defray the expenses of said signs; and no engine driver shall be compelled to blow the whistle or ring the bell at any crossing, unless it is so designated.

(2) On approaching every crossing so distinguished, the whistle or bell of the locomotive shall be sounded at the distance of one-fourth of a mile from the crossing, and at short intervals till the train has passed the crossing.

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

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

(5) It shall be unlawful for any person operating a railroad to use road engines without having same equipped with an electric light placed on the rear of the engine, tank, or tender, which light shall be a bull's eye lens of not less than four inches in diameter with a bulb of not less than sixty watts power, so that such road engine can be operated with safety when backing and said light so placed shall be burning while any such engine may be used in any backing movement. Such lights shall be operated at night; and any person violating any of these provisions shall be fined the sum of not less than twenty-five dollars, and not more than one hundred dollars, for each offense.

(6) Sign boards are erected one mile from the Corporate Limits of Erwin, Johnson City and Kingsport, reading "Corporate Limits One Mile."

In order to comply with the Tennessee law the whistle must be sounded at this board and blown at frequent intervals from that point until the station has been reached and the bell also kept ringing.

The Tennessee law also requires that in leaving a city or town the bell or whistle shall be sounded when the train starts and at frequent intervals until the train is out of the corporate limits.

In order to be on the safe side, use both the whistle and bell as described above and keep constantly in mind that in almost every case of accident within these corporate limits this sounding of the whistle and bell is one of the most important questions involved.

In passing through Johnson City, Erwin and Kingsport, you will be governed by the state law as described above.

#### CITY ORDINANCES OF KINGSFORT

66. SECTION 199: Requires brakeman or watchman stationed on leading car when cars are backed or shoved ahead of engine, such brakeman or watchman to have a light by night to warn engineer, other employee or passerby. This requirement not necessary over crossings protected by gates or signals, when such gates or signals are operating.

SECTION 196: Restricts speed of passenger trains to twenty (20) miles per hour and of other engines and trains to twelve (12) miles per hour within corporate limits.

SECTION 200: Prohibits blocking of street crossings for longer than four (4) minutes.

SECTION 204: Restricts speed of engines, trains, or cars passing or meeting each other at street crossings within corporate limits, not protected by gates, to five (5) miles per hour.

#### CITY ORDINANCES OF JOHNSON CITY

67. Ordinances 265 and 773: Restricts speed of trains, engines, cars, motor and hand cars to ten (10) miles per hour between Division and Bowman streets; to fifteen (15) miles per hour over Tennessee, Watauga, Bowman, New and Broadway streets.

SECTION 5: Prohibits firing engines so as to make black smoke in city limits.

SECTION 219: Requires that a watchman be stationed on rear end of train backed or shoved ahead of engine (this means leading car) within the city limits; that such watchman have a light at night; that he be in position to signal engineer at all times to warn him of danger to persons on or near track and that he give alarm to such persons.

SECTION 220: Prohibits blocking of street crossings for longer than four (4) minutes.

SECTION 3: Requires bell on locomotives to be rung approaching all crossings between Tennessee street and East Maple street.

68. NORTH CAROLINA—There is no statutory provision in North Carolina with reference to the warning to be given at crossings, but the Supreme Court has held that such warning must be given as a reasonable and prudent person would give under the facts and circumstances at the time.

Comply with the following order issued by the Utilities Commission of North Carolina, July 25th, 1935.

"No railroad, nor any of its agents or employees, shall push or back any train, locomotive, car, or other rolling stock over any grade crossing within any municipality and/or switching limits of any city or town in the state of North Carolina, whether incorporated or not, which is unprotected at the time by a crossing watchman or flagman on duty, or automatic signal or gates, unless it be preceded in the day time by a flagman on foot carrying a flag, and in the night time by a flagman on foot carrying a lighted lantern; and it shall be the duty of the railroad and of every such flagman to give timely warning to pedestrians, and persons in vehicles of the approaching rolling stock."

69. SOUTH CAROLINA—A bell of at least thirty pounds weight and a steam or air whistle shall be placed on each locomotive engine, and such bell shall be rung or such whistle sounded by the engineer or fireman at the distance of at least five hundred yards from the place where the railroad crosses any public highway or street or traveled place, and be kept ringing or whistling until the engine has crossed such highway or street or traveled place; and if such engine shall be at a standstill within less distance than one hundred rods of such crossing such bell shall be rung or such whistle sounded for at least thirty seconds before such engine shall be moved, and shall be kept ringing or sounding until such engine shall have crossed such public highway or street or traveled place.

#### CITY ORDINANCES OF SPARTANBURG

70. SECTION 450: Directs Southern Ry. to maintain gates at Magnolia street crossing. (When gates are not being operated, our trains must flag this crossing before using it.)



SECTION 452: Prohibits unloading of livestock from cars within the city for purpose of watering, resting or feeding.

SECTION 454: Prohibits sounding of engine whistle within corporate limits. (whistle may be sounded to prevent accident.)

SECTION 455: Restricts speed of engines and trains to ten (10) miles per hour within corporate limits.

SECTION 461: Prohibits blocking of street crossings for longer than five (5) minutes.

(All trains will reduce to four (4) miles per hour, with head end of train, over Evans street at yard office.)

## FIRST AID TO INJURED

71. A. In accidents to persons, the ranking employee of the road present will take command and direct proceedings for the relief of the injured.

B. When there is danger from fire, remove all persons promptly from the train, looking first to those who may be helpless from injury or jammed in the wreck.

C. As soon as practicable, summon the nearest surgeon of the Company, and notify the Superintendent by telephone. State the number of persons injured and the nature and extent of the injuries as clearly as time will allow, in order that the surgeon may come with what is needed.

D. In urgent cases, if no surgeon of the Company can be had promptly, summon the nearest physician to take charge of the case until the Company's surgeon arrives.

First Aid consists of that form of medical or surgical treatment that may be safely administered by a layman.

The treatment should be simple in character and the injured placed under the care of a doctor as soon as possible. Wounds should be protected by sterile dressing, with pressure over wound to control bleeding if present. In case of electric shock, gas asphyxiation or drowning, restore breathing by starting artificial respiration.

The use of drugs is to be directed by the doctor.

### DO THE FOLLOWING AT ONCE AS INDICATED:

- A Control bleeding and apply dressing.
- B Restore breathing.
- C Obtain doctor's services.
- D Keep injured quite.
- E Protect from excessive heat or cold.
- F Apply splints to broken bones.
- G Do only what is needed. Move injured carefully to doctor's office or hospital.

### A—BLEEDING

Expose wound by cutting or tearing clothing and apply sterile gauze compress and bind in place. If sterile dressings are not available, use clean linen or clothing and bind firmly over wound. Do not use drugs.

### BLEEDING FROM LARGE SPURTING ARTERIES

should be controlled by placing tourniquet between wound and heart.

### B—RESTORE BREATHING

The most common accidents which stop breathing and necessitate artificial respiration are:

- 1—Electric Shock.
- 2—Gas Poisoning.
- 3—Drowning.

As soon as possible, feel with fingers in the person's mouth and throat to remove any foreign body such as tobacco or false teeth. If the mouth is held tightly closed, pay no more attention to it until later.

If no evidence of breathing is present, do not attempt to remove clothing, but begin artificial respiration at once, and continue for two to four hours or longer before making any attempt to move the injured from the scene of the accident.

Use the following standard Prone-Pressure Method:

1. Lay injured on belly with one arm extended straight up and turn face toward this arm. The other arm is bent at elbow and the face allowed to rest on the hand or forearm so as to be sure the nose and mouth are free for air.

In case of drowning, put body on a slight incline elevating the feet 12 inches or higher than the head.

2. Place hands on small of back over lower ribs and gradually press on ribs and then release pressure consuming about two seconds for the movement.

3. Rest two seconds and repeat, thus repeating the movements about fifteen times a minute.

After artificial respiration has been started, an assistant may loosen or remove any clothing that may be interfering.

Keep body warm.

Do not attempt to give any liquids by mouth until fully conscious.

Resuscitation should be started at the scene of accident and person should not be moved until breathing normally of own volition, and then only in lying position. Should it be necessary, due to extreme weather conditions, etc., to move the body before breathing normally, resuscitation should be carried on during the time being moved.

After respiration has begun, continue to keep body lying down and move to first aid station, hospital or home with least possible disturbance.

A brief return of natural respiration is not a certain indication for stopping the resuscitation. Not infrequently after a temporary recovery of respiration, breathing again stops. The person must be watched and if natural breathing stops, artificial respiration should be resumed at once.

In carrying out resuscitation it may be necessary to change the operator. This change must be made without losing the rhythm or respiration. By this procedure no confusion results at the time of change of operator and a regular rhythm is kept up.

Inhalator should not be used except under supervision of doctor or by an operator trained in its use.

### 1—ELECTRIC SHOCK

Breaking the Contact. The person must be freed from contact with the live conductor as promptly as possible. Use a dry stick, dry rope, dry coat, or other non-conductor. Use of your own hands without protection is dangerous and may add another victim to the accident.

### 2—GAS POISONING.

The most common poison is carbon monoxide. This gas is found in heated refrigerator cars where charcoal burners are used, in railroad tunnels and in garages or other places where gasoline engine fumes may accumulate.

Rescue. In rescuing the person, make sure that you protect yourself against the gas.

In refrigerator cars and about garages or other places where doors can be opened, get prompt ventilation and rescue the person and start artificial respiration.

In railroad tunnels and other places where carbon monoxide is known to exist, provide gas masks for protection and rescue purposes.

Treatment. Start artificial respiration at once which as a rule is all that will be necessary.

If oxygen or carbon dioxide is available, it can be used in case one has been trained in its use.

### 3—DROWNING.

Start artificial respiration at once. The pressure you must exert is the best means of forcing water out of the lungs and breathing passages. During artificial respiration, the body should be placed on a flat surface so that the head and chest are 12 inches lower than the feet. Drainage of water from the air passages will be assisted and the circulation of the blood improved.

Pay particular attention to maintaining warmth. The wet body chills rapidly.

### C—OBTAIN DOCTOR'S SERVICES

All injured should be sent to designated company surgeon for examination and necessary treatment as soon as possible after an accident has happened.

Serious injuries with bleeding wounds and broken bones should have dressings applied promptly and splints tied to parts involved and be transferred to designated company surgeon or hospital or first aid station.

Injured who can not walk or sit in an automobile should be sent in an ambulance.

In serious injuries, notify the doctor in advance the nature of the injury and where injured is being sent for medical attention.

Time will be saved and more effective first aid obtained if injured is promptly moved to hospital or first aid station instead of waiting for a doctor to arrive at scene of accident.

### D—KEEP INJURED QUIET

In the severely injured, keep lying flat and if tendency to faint, elevate feet 12 inches.

### E—PROTECT FROM HEAT OR COLD

In hot weather, protect injured from sun.  
In cold weather, protect injured with extra clothing or blankets when available until moved.

### F—APPLY SPLINTS TO BROKEN BONES

Broken bones and dislocations should not be moved unnecessarily. Place arm or leg straight and apply splint.

If bleeding is present, expose wound by cutting or tearing clothing and apply first aid sterile gauze compress to protect wound and tight enough to control bleeding.

If broken bone is protruding through wound in skin, do not try to put it back or pull on arm or leg. Pulling broken bones back under skin increases danger of infection: this should be left for the DOCTOR. Cover bone and wound with sterile gauze compress.

Splints. If metal splints are available, apply to extremity. If bone protrudes through skin, do not apply traction but bind extremity between rods. If skin is not broken so as to bleed, easy traction from foot or hand to end of splint may be applied.

If no prepared splints are available, use any piece of wood, heavy pasteboard, roll of blanket or pillow.

If no splint material of any sort is available, the fractured lower extremity should be bound to the opposite sound extremity. In case of upper extremity, bind to the chest.

In persons who have fallen from a height and complain of pain in back or pelvis, a stretcher or similar flat surface should be obtained to transport in a lying position. Avoid bending back.

Transport the severely injured on stretcher, the Army type when available. An emergency stretcher can easily be made by taking two coats or jackets and two poles putting poles through arm holes of coat or jacket.

## G—DO ONLY WHAT IS NEEDED

Do only what is necessary to control bleeding, restore breathing and splint broken bones. The injured should then be promptly moved to the company surgeon's office, or hospital.

Avoid use of drugs as they frequently interfere with proper examination by the doctor, especially drugs which color the skin, such as iodine and mercurochrome. Such treatment is to be left to the discretion of the doctor.

### SPECIAL CONDITIONS

#### 1—OPEN WOUNDS

All wounds such as scratches or injuries where the skin is broken should be covered with sterile gauze compresses.

Never wash a wound or touch it. Do not touch with the fingers the gauze which comes in contact with the wound.

This applies to puncture wounds also.

All wounds should be treated by the company surgeon as soon as possible.

#### 2—FAINTING

Fainting may be the result of many things. If patient is pale he should at once be placed in a horizontal position with head lowered and feet elevated, but if cyanotic and blue and breathing is labored he should be placed in a horizontal position with head elevated and feet lowered. Cold towels can be placed to the head.

In persons who are suffering from nothing more than a fainting attack, recovery will take place within 5 to 10 minutes and no other treatment is necessary. A fainting person will lie quietly.

#### 3—UNCONSCIOUS ATTACKS

When a person suddenly becomes unconscious, he should be laid on his back and kept quiet.

If convulsions and tendency to bite tongue are present, protect the tongue by introducing a small piece of wood between the teeth. Convulsions usually subside in from 5 to 10 minutes.

Allow plenty of air and maintain body warmth. Do not attempt to give an unconscious person anything by mouth.

Move at once to doctor's office or hospital in recumbent position. Advise doctor of convulsions.

#### 4—SHOCK

Shock may be present in any serious injury and is increased by bleeding. The face is pale, skin clammy and cold, pulse rapid and weak and breathing shallow.

Lay on back, head low, loosen clothing about neck, chest and abdomen. Keep warm with blankets or other means available, being careful not to burn unconscious person. Transport in recumbent position to doctor's office or hospital.

#### 5—HEAT EXHAUSTION

In heat exhaustion, the skin is cold and clammy, person is pale and may be in collapse. The principal requirements are to protect the body with blankets and give hot coffee, hot milk or other hot drinks if available. Transport in recumbent position to doctor's office or hospital.

#### 6—BURNS

Burns should be kept clean by applying sterile gauze compresses for protection against infection. Send person at once to company surgeon for treatment.

#### 7—FOREIGN BODIES IN EYE

Do not rub the eye but close the lids with the hope that the tears may wash the foreign body out or towards the nose so it may easily be brushed out with a corner of clean gauze.

Loose foreign bodies can frequently be removed by taking hold of the eyelashes of the upper lid and pulling it downward over the lower lid.

In all cases of foreign body in the eye, consult a company surgeon or oculist to see if the foreign body is all out or to remove foreign body that is imbedded.

Any red eye should be seen by a doctor.

#### 8—PUNCTURE WOUNDS

Puncture wounds made by sharp instruments or stepping on rusty nails may carry infection under the skin. Injuries of this kind may result in tetanus or lock-jaw so should be sent to a doctor at once for treatment.

#### 9—SPLINTERS

Remove splinter promptly when accessible. Cover wound with small sterile gauze compress. If inaccessible, consult company surgeon. Do not apply antiseptics as they color skin and make it more difficult for doctor to find splinter.

#### 10—SPRAINS

Do not allow injured person to use sprained joint. Elevate limb and apply cloths wrung out of cold or hot water and consult company surgeon as soon as convenient.

#### 11—BRUISES

Where bruise is painful, apply cloths wrung out of very cold water and consult company surgeon as soon as convenient.



**72. WATCH INSPECTORS.**

UNAKA STORES, INC., Erwin, Tenn., General Inspectors.  
I. N. BECKNER, Johnson City, Tenn.

**73. NAME AND LOCATION OF COMPANY SURGEONS**

DR. M. H. BIGGS, Chief Surgeon, Rutherfordton, N. C.  
DR. J. T. DESKINS, Local Surgeon, Elkhorn City, Ky.  
DR. GOEBEL W. NEWSOM, Local Surgeon, Elkhorn City, Ky.  
DR. WADE H. CARTER; Local Surgeon, Splash Dam, Va.  
DR. R. L. PHIPPS, Local Surgeon, Clintwood, Va.  
DR. GEO. C. SNEAD, Clinchco, Va.  
DR. L. C. MCNEER, Local Surgeon, Dante, Va.

DR. HUGH GRIFFIN, Local Surgeon, Dante, Va.  
DR. J. DEAN CREGER, Local Surgeon, St. Paul, Va.  
DR. N. W. STALLARD, Local Surgeon, Dungannon, Va.  
DR. C. R. FUGATE, Local Surgeon, Clinchport, Va.  
DR. F. G. MCCONNELL, Local Surgeon, Gate City, Va.  
DR. W. O. POLLARD, Local Surgeon, Speers Ferry, Va.  
DR. W. H. REED, Local Surgeon, Kingsport, Tenn.  
DR. E. T. WEST, Local Surgeon, Johnson City, Tenn.  
DR. J. G. MOSS, Local Surgeon, Johnson City, Tenn.  
DR. R. E. STACK, Local Surgeon, Erwin, Tenn.  
DR. H. L. MONROE, Local Surgeon, Erwin, Tenn.  
DR. I. W. BRADSHAW, Local Surgeon, Relief, N. C.

DR. A. E. GOUGE, Local Surgeon, Bakersville, N. C.  
DR. C. A. PETERSON, Local Surgeon, Spruce Pine, N. C.  
DR. J. F. JONAS, Local Surgeon, Marion, N. C.  
DR. W. C. BOSTIC, Local Surgeon, Forest City, N. C.  
DR. W. C. BOSTIC, JR., Asst. Local Surgeon, Forest City, N. C.  
DR. R. H. CRAWFORD, Rutherfordton, N. C.  
DR. S. O. BLACK, Local Surgeon, Spartanburg, S. C.  
DR. G. E. CAMPBELL, Oculist, Johnson City, Tenn.

**TRAIN DISPATCHERS**

D. H. HENDRIX      J. E. COWARD      E. L. GABY  
W. S. HENSLEY      J. E. GALLOWAY      F. H. MOSS

**SIDINGS AT WHICH NO TIME IS SHOWN**

Station Number	NAME	Clearance Length, Ft.	End at Which Switch is Connected	Station Number	NAME	Clearance Length, Ft.	End at Which Switch is Connected	Station Number	NAME	Clearance Length, Ft.	End at Which Switch is Connected
7	Virelco.....	1420	Both	88	Frisco.....	2721	South	180	Kaolin.....	255	South
10	Splash Dam.....	937	Both	92a	Fain.....	240	South	180a	New Kaolin.....	598	North
10a	Rex.....	1747	Both	95	Borden Mills.....	1918	South	180b	Minpro . . . . .	1197	North
11a	South Haysi.....	240	North	96	Utilities.....	585	South	181	Sparks.....	159	North
15	Steinman.....	2171	North	107	Gray.....	411	South	182a	Gold.....	378	North
16	Rush.....	1628	Both	114	Indian Ridge.....	500	South	182b	Standard.....	149	South
22	Hooker.....	665	South	143	Lost Cove.....	140	North	182c	Whitehall.....	428	South
23	McClure.....	535	South	156	Relief.....	175	South	183a	Bob.....	206	North
30	Wakenva.....	3000	South	163	Forbes.....	670	North	183b	Harris Clay Co.....	750	North
36a	Phillips.....	4850	Both	164	Roberts.....	160	South	183c	Walter Wright Lumber Co.....	391	North
43b	Quarry.....	1700	North	166a	Feldspar.....	183	South	183d	Wiseman.....	470	South
46	Burtons Ford.....	110	North	172a	Ellis.....	473	South	183e	Gulf.....	100	South
71	Hill.....	207	North	175	Boonford.....	600	South	184a	English.....	225	North
				177	Wing.....	90	South	209	Sevier.....	1033	South
								235	Tate.....	465	South
								243	Sand.....	202	South
								245b	Mort (Bostic Connection Track)....	234	North
								259	Brice.....	1673	Both
								271	Enola.....	169	South

**W. J. HELM,**  
Chief Train Dispatcher

**J. F. MEREDITH,**  
Road Foreman of Engines

**H. D. CHEEK,**  
Asst. Chief Train Dispatcher

**W. T. WOHLFORD,**  
Train Master

**C. D. MOSS,**  
Superintendent

**L. H. PHETTEPLACE,**  
General Manager

**L. L. McINTYRE,**  
General Superintendent