

**CLINCHFIELD
RAILROAD
COMPANY**

TIME TABLE NO.

31



EFFECTIVE 12:01 A. M.

SUNDAY

SEPTEMBER 23, 1962

EASTERN STANDARD TIME

**HELP YOUR RAILROAD BY
CAREFUL SWITCHING**

•
Prevent Loss and Damage

•
HANDLE ALL CARS CAREFULLY

•
**THE PATRON DEPENDS ON YOU
AND
YOUR PAY DEPENDS ON THE
PATRON**

•
STOP ROUGH HANDLING

•
**Build Business For Tomorrow
Couple Cars Not Over 4 M.P.H.**

CLINCHFIELD RAILROAD COMPANY



TIME TABLE NO. 31



EFFECTIVE 12:01 A. M.

SUNDAY, SEPTEMBER 23, 1962

EASTERN STANDARD TIME



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 train service while on duty.

This Time Table is not intended for the information of the public nor as an advertisement of the schedule of any train. The Company reserves the right to vary from it when necessary. It is for the information of employees only.

D. C. HASTINGS, *General Manager*
D. H. HENDRIX, *Superintendent*
J. L. LONON, *Trainmaster*
R. E. RICE, *Road Foreman of Engines*
P. M. BRITT, *Ass't. Trainmaster*
C. E. CHARLES, *Ass't. Trainmaster*
W. T. STULTZ, *Ass't. Trainmaster*
R. J. ROBINSON, *Ass't. Trainmaster*
W. C. REESE, *Chief Dispatcher*

SOUTHWARD

Fourth Class		Third	Class	Second Class		Distance from Elkhorn City	Station Number	Passing Sidings, Capacity in feet
16	14	22	26	92	94			
Local Freight	Local Freight	Through Freight	Through Freight	Time Freight	Time Freight			
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily			
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.			
							1	—
12:01			9:00	5:05	3:15	1.0	2	—
						5.6	5	4419
						11.4	11	—
						14.3	14	3820
TRAINS OPERATE BY CENTRALIZED TRAFFIC CONTROL BETWEEN SOUTH SWITCH ELKHORN YARD AND NORTH SWITCH ERWIN						21.5	21	—
						23.8	24	6352
						32.2	32	3941
						35.1	35	4500
3:00	4:30	11:00	11:30			36.3	36	—
						41.8	41	4800
	5:00	12:01	12:30	7:40	4:50	42.5	42	—
	5:30	2:00	1:30	8:00	5:10	52.5	52	6050
						68.8	68	7518
						81.8	81	7580
						88.2	88	—
	9:00	4:00	3:30	9:40	6:35	93.9	93	7332
						103.5	103	6580
						111.1	111	6347
						118.1	119	7317
	10:30	5:30	5:00	10:50	7:25	120.3	121	—
						131.7	131	6830
	11:45	7:00	6:30	12:01	8:20	136.3	136	—
P. M.	P. M.	A. M.	P. M.	A. M.	A. M.			
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily			
16	14	22	26	92	94			

SCHEDULES OF TRAINS SHOWN IN C.T.C. TERRITORY ARE FOR INFORMATION ONLY AND CONFER NO TIME TABLE AUTHORITY.

NORTHWARD

TIME TABLE No. 31 EFFECTIVE SEPT. 23, 1962 STATIONS		Station Sidings, Capacity In feet	Second Class			Fourth Class	
			93	97	95	15	17
			Time Freight	Florida Perishable	Time Freight	Local Freight	Local Freight
			Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
			P. M.	A. M.	P. M.	A. M.	A. M.
* Elkhorn City	D	—					
1.0							
Elkhorn Yard	DNY	Yard	11:55	2:15	1:00		11:30
4.6							
Towers		440					
5.8							
* Haysi	D	657					
2.7							
Delano		—					
7.2							
* Fremont	D	1375	TRAINS OPERATE BY CENTRALIZED TRAFFIC CONTROL BETWEEN NORTH SWITCH ERWIN AND SOUTH SWITCH ELKHORN YARD.				
3.0							
Allen		4700					
7.7							
Trammel		1240					
2.9							
* Dante	DY	Yard					
1.2							
Dante Shop	DNTO	Yard				6:30	8:00
5.5							
Boody	Y	Yard					
0.7							
* St. Paul	DNX	1471	9:30	11:45	10:45	5:15	
10.0							
Miller Yard		Yard	9:10		10:15	4:15	
16.1							
Starnes		664					
13.0							
Kermit		660					
6.4							
Frisco		Yard					
5.7							
* Kingsport	DYO	Yard	8:00	10:15	9:00	3:15	
9.6							
Fordtown		433					
8.0							
Boone		230					
7.0							
Barrett		Yard					
1.3							
* Johnson City	DNO	Yard	6:30	9:30	7:45	1:15	
11.4							
Hannum		—					
4.6							
* Erwin	DNYO	Yard	5:30	8:50	6:45	12:01	
			P. M.	P. M.	A. M.	A. M.	A. M.
			Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
* Agency Station			93	97	95	15	17

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SEE RULE 71.

SOUTHWARD

Fourth Class		Third Class		Second Class		Distance from Elkhorn City	Station Number	Passing Sidings, Capacity in feet
6	18	22	26	92	94			
Local Freight	Local Freight	Through Freight	Through Freight	Time Freight	Time Freight			
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily			
P. M.	A.M.	A. M.	P. M.	A. M.	A. M.			
	6:45	11:00	11:00	4:00	11:10	136.3	136	—
						148.6	148	6670
						160.2	160	7007
	8:45					172.6	173	6992
	9:15					183.1	183	—
TRAINS OPERATE BY C. T. C. BETWEEN SOUTH SWITCH ERWIN AND YARD LIMIT SIGN NORTH END SPARTANBURG YARD.						187.0	187	—
						188.1	188	5196
						196.6	196	5225
						208.5	209	6628
	11:45	3:00	3:00	7:00	2:20	218.5	218	6407
						232.6	232	6672
2:00		4:30	4:30	8:00	3:25	245.1	245	6808
						254.5	254	—
						261.7	261	6642
5:00		6:30	6:30	9:30	4:30	277.3	277	—
P. M.	A.M.	P. M.	A. M.	A. M.	P.M.			
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily			
6	18	22	26	92	94			

SCHEDULES OF TRAINS SHOWN IN C.T.C. TERRITORY ARE FOR INFORMATION ONLY AND CONFER NO TIME TABLE AUTHORITY.

NORTHWARD

TIME TABLE No. 31 EFFECTIVE SEPT. 23, 1962 STATIONS			Station Sidings, Capacity in feet	Second Class			Fourth Class	
				93	97	95	19	7
				Time Freight	Florida Perishable	Time Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
			P. M.	P. M.	A. M.	P. M.	P. M.	
* Erwin DNYO	Yard	2:30	6:50	1:00	5:30			
12.3 Poplar	646							
11.6								
* Green Mountain D	485							
12.4								
* Kona DO	2540				3:30			
10.5								
* Spruce Pine D	6544				3:00			
3.9								
Altapass Y	3640	TRAINS OPERATE BY C. T. C. BETWEEN YARD LIMIT SIGN NORTH END SPARTANBURG YARD AND SOUTH SWITCH ERWIN.						
1.1								
Ridge								
8.5								
Rocky	162							
12.4								
Sevier	1033							
9.5								
* Marion DNO	Yard	11:10	3:50	9:00	1:00			
14.1								
Thermal	878							
12.5								
* Bostic Yard DNO	Yard	10:25	3:05	8:15		12:30		
9.4								
* Harris D	888							
7.2								
* Chesnee D	2735							
15.6								
* Spartanburg DNY	Yard	9:30	2:20	7:00		10:30		
		A. M.	P. M.	P. M.	P. M.	A. M.		
STATIONS		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
* Agency Station		93	97	95	19	7		

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SEE RULE 71.

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 and engine service while on duty.

1. STANDARD TIME

Clocks showing standard time are located as follows:

Elkhorn Yard, Kentucky	— Yard Office
Dante Yard, Virginia	— Yard Office
Kingsport, Tennessee	— Yard Office
Johnson City, Tennessee	— Telephone Office
Erwin, Tennessee	— Train Dispatchers Office Yard Office Diesel Shop
Spartanburg, S. C.	— Yard Office

All clocks except Elkhorn Yard and Dante Yard are automatically set daily by direct connection with Western Union. The clocks at Dante Yard and Elkhorn Yard are equipped with manual set switches and the operator at each location is responsible to obtain a signal from the train dispatcher at exactly 12-noon each day and set the clocks accordingly.

2. BULLETIN BOARDS

Bulletin boards and bulletin books are located at Elkhorn Yard, Dante Shop, Kingsport, Johnson City, Erwin Yard office, Erwin Diesel Shop, Spruce Pine station, Bostic Yard office and Spartanburg Yard office. See Operating Rule 109.

3. SPEED RESTRICTIONS

(a) Trains on Nora Spur will not exceed a speed of twenty (20) miles per hour.

(b) Trains on Fremont Branch will not exceed a speed of twenty-five (25) miles per hour.

(c) Trains on the Duke Spur will be governed by Speed Limit signs erected at various locations on this spur.

(d) Trains handling derrick cars will be governed by speed limit sign indication but will not exceed thirty-five (35) miles per hour.

(e) Trains or engines with cars ahead of engine will not exceed a speed of twenty (20) miles per hour.

(f) Trains or engines moving through and over switches, turnouts and cross-overs are restricted to fifteen (15) miles per hour, except as follows:

Main line, dual-control switches—other than southend Boody passing siding, northend Dante passing siding and southend Elkhorn Yard—not to exceed thirty-five (35) miles per hour.

Main line, dual-control switches at southend Boody passing siding, northend Dante passing siding and southend Elkhorn Yard—not to exceed twenty (20) miles per hour.

Main line switches—other than dual-control—not to exceed twenty (20) miles per hour.

The main track on branch lines and spurs is not considered as the main line and the speed of trains or engines moving through and over switches, turnouts, and cross-overs to or from the main

track of the Duke Spur, Carnegie Branch, Nora Spur and the Fremont Branch is restricted to slow speed.

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

4. YARD AND SWITCHING LIMITS

Yard limit signs are placed and must be observed as follows; viz:

(a) South of Elkhorn Yard protects Clinchfield and C&O trains in both directions north of this sign to Elkhorn City station.

(b) On Nora Spur south of the set off track protects trains in both directions between the yard limit sign and the main line switch.

(c) On main track north of Erwin protects southward trains to yard limit sign south of Erwin.

(d) On main track south of Erwin protects northward trains to yard limit sign north of Erwin.

(e) On Seaboard Air Line connection track just north of Seaboard station at Bostic protects trains in both directions on this connection track between yard limit sign and main line cross-over switch at south end Bostic Yard.

(f) On main track Duke Spur seven hundred twenty-five (725) feet south of first switch Duke Plant Yard protects trains in both directions within Duke Yard.

(g) On main track north of wye at Spartanburg protects trains in both directions to connection with Southern Railway at Spartanburg.

(h) Self-propelled machines operating within yard limits must move at yard speed expecting to find the track upon which they are moving occupied.

Switching Limits are Located and Must be Observed as follows, viz:

(i) Kingsport: Between switching-limit sign on main track north of Kingsport Yard and switching-limit sign on main track south of Kingsport Yard.

(j) Johnson City: Between switching-limit sign north of Barrett passing siding and switching-limit sign mile post 121.3.

(k) South Johnson City: Between switching-limit sign mile post 121.3 and switching-limit sign mile post 123.

(l) Erwin: Between switching-limit sign north of Erwin at mile post 134.6 and north yard-limit sign Erwin Yard.

(m) Within switching limits yard engines, or yard crews will not use or foul the main track except when authorized to do so by the train dispatcher. Yard engines, yard crews or self-propelled machines other than main line trains operating within switching limits must move at yard speed with engine under full control expecting to find the track on which they are moving occupied. Movement of yard engines or yard crews on main track within switching limits must be made in accord with the provisions of this rule regardless of whether or not the movement was authorized by signal indication.

(n) Two or more yard crews, yard engines or self-propelled machines may be authorized to operate within switching limits at the same time.

5. ELKHORN, KENTUCKY — CHESAPEAKE & OHIO RAILWAY

(a) Track between bridge just north of Elkhorn City station and the joint maintenance-limit board located two hundred (200) feet south of the south switch Elkhorn Yard will be used by trains and engines of both the Chesapeake & Ohio and Clinchfield Railroads. The operation of trains and engines between the bridge north of Elkhorn City Station and the Chesapeake & Ohio westward absolute block signal located two hundred twenty-eight (228) feet east of

Chesapeake & Ohio mile post 128 is governed by block signal indication under the rules of the Chesapeake & Ohio Railroad. The operation of trains and engines between the south yard switch Elkhorn Yard and the south yard-limit board Elkhorn Yard is governed by block signal indication under the rules of the Clinchfield Railroad. Trains and engines using the track between the Chesapeake & Ohio westward absolute block signal located two hundred twenty-eight (228) feet east of Chesapeake & Ohio mile post 128 and the south switch Elkhorn Yard will move under control prepared to stop within one-half range of vision and in accord with Clinchfield Railroad time table, rules and regulations.

The south switch to Elkhorn Yard is a dual-control switch operated by the Clinchfield Railroad train dispatcher at Erwin, Tennessee.

A dual-control switch-point derail is located in the main track two hundred twenty-four (224) feet east of Chesapeake & Ohio mile post 128 and is operated by the Chesapeake & Ohio train dispatcher at Ashland, Kentucky. This derail must be kept in derailing position except when necessary for trains and engines to move over derail.

(b) Movement through the cross-over at the north end of Elkhorn Yard must be made with extreme caution, particularly when empty cars are being handled, to prevent excessive slack action which might result in derailment.

6. DANTE

(a) Trains or engines heading in at Dante station will stop at main line switch and have brakeman go ahead of engine and see that track is clear before giving signal for train to proceed, account restricted view of yard and road crossing at Hospital.

(b) When through crews pick up at Dante or Phillips yards or crews that weigh cars at Dante Scales and leave them standing in the yard will protect such cars as follows:

1. When less than ten (10) cars are left standing on a track hand brakes must be applied to each car.
2. When ten (10) or more cars are left standing on a track at least ten (10) hand brakes must be applied on the south end of the cut. If conditions require additional hand brakes must be applied.

(c) When cuts of cars are shoved southward in Dante or Phillips yards and air brakes are not working, a brakeman must ride the leading car to apply hand brakes should the cut of cars come uncoupled.

(d) Crews working "STEAM HEAT" track at Dante will not leave cars standing on the lead track to No. 2 mine nearer than one hundred (100) feet to the road crossing located just north of the steam heat siding while in the process of switching this track.

(e) Trains and engines approaching Dante station on the tracks leading from either No. 2 or No. 52 Mine will do so prepared to stop, expecting to find an engine turning on the wye or the lead track blocked.

(f) Except when lined to permit immediate movement the wye switches to No's. 2 and 52 mine lead tracks must be set for movement from the mine around the wye so as to prevent cars from reaching the yard or main track.

(g) Except when lined to permit immediate movement the run-away track switch to No. 52 mine lead must be set for movement from the mine lead track to the run-away track.

(h) Normal position of the switch to the south end of the cross-over between the main line and passing siding at Dante station is for movement to and from the main line. This switch is manually controlled and crews handling trains or engines to or from No. 2 mine track will operate the switch by hand restoring it to normal

as soon as movement is completed. A dwarf signal, facing north, located on the west side of No. 2 mine track controls southward movement from No. 2 mine track and southward trains or engines moving on this track must be governed in accord with the indication of this signal.

(i) Trains or engines operating on yard tracks at Dante, Dante yard, or Phillips and tracks to or from No. 2 or 52 mines must comply fully with the provisions of operating Rule 93.

7. ST. PAUL, VIRGINIA, BOODY YARD — NORFOLK & WESTERN RAILWAY

(a) Clinchfield Railroad trains and engines may use Norfolk & Western Railway tracks between Norfolk & Western eastward yard board located one thousand (1,000) feet west of St. Paul Station and the east end of Norfolk & Western Boody passing siding under the direction of the operator at St. Paul Station and the Norfolk & Western train dispatcher in Bluefield, West Virginia. Norfolk & Western Railway rules and regulation for the government of their Operating Department will apply to Clinchfield trains and engines while on Norfolk & Western Railway tracks.

Eastward Norfolk & Western yard-limit board located one thousand (1,000) feet west of St. Paul Station protects eastward trains on Norfolk & Western tracks to the east switch of Norfolk & Western passing siding.

Westward Norfolk & Western yard-limit board located at the west switch of Norfolk & Western Boody passing siding protects westward trains on Norfolk & Western Railway track to a point one thousand (1,000) feet west of St. Paul Station.

After getting permission from the operator at St. Paul Station and receiving the proper signal aspect to do so, Clinchfield trains and engines may enter and use the Norfolk & Western main track between the Norfolk & Western eastward yard-limit board located one thousand (1,000) feet west of St. Paul Station and the east switch of Norfolk and Western Boody passing siding as provided in the following rules:

Norfolk & Western Rule 109—

"Within yard limits trains and engines, except first class trains and those running on train-order schedule, must run with caution and under control until the track or automatic signal is plainly seen to be clear.

"Trains and engines entering main track within yard limits must be protected against movements on the main track unless it is plainly seen that there are no approaching movements.

"Trains and engines have the right to move within yard limits by direction of the yardmaster.

"Movements against the current of traffic within yard limits in other than interlocking must be protected against opposing movements."

Norfolk & Western Railway Rule 99 (b) —

"All trains, except first class trains and those running on train-order schedule, must approach all stations, and water and coaling stations between stations, under control and so proceed until the track or automatic signal is plainly seen to be clear. The responsibility for a collision at a station, water or coaling station between stations, will rest with the following train. This will not relieve train and enginemen from the responsibility of protecting their trains at stops as prescribed by Rules 86 and 99.

"This gives all trains, except first class, those running on train order schedules, passenger extras, and work trains, the right to stand within yard limits, between the outer switches

of passing tracks and within the indication of track signals bearing the words 'water' or 'coal' at water or coaling stations outside of passing track limits, without protecting against following trains, as specified in Rule 86 (c) as follows:

"Second class trains will not protect against trains of the same or inferior class and freight extras, third and fourth class trains will not protect against freight extras, third and fourth class trains, except in foggy or stormy weather when Rule 99 must be observed'.

"The second and third paragraphs of this rule would not apply to trains and camp cars occupied by men, circus or carnival trains; and such trains must be protected in all cases as prescribed by Rule 99 at each of the points specified."

Norfolk & Western Railway Rule 99 (c) —

"When a passenger train is detained at any of its time-table stops more than three (3) minutes, the flagman must go back with flagman's signals and protect his train, as prescribed by Rule 99."

After having entered the Norfolk & Western track in this area, Clinchfield trains and engines will be governed by Norfolk & Western signal aspect described in paragraph (d) of this rule.

Clinchfield trains or engines must not occupy or foul the Norfolk & Western main lines east of the east switch to Norfolk & Western Boody passing siding or make a westward move on the Norfolk & Western main track from the east end of Norfolk & Western Boody passing siding to the west end of Norfolk & Western passing siding without first obtaining permission from the Norfolk & Western dispatcher direct and receiving the proper Norfolk & Western signal indication to do so. Under no circumstances will Clinchfield trains or engines occupy or foul the Norfolk & Western main track beyond the Norfolk & Western eastward yard board located one thousand (1,000) feet west of St. Paul Station.

(b) Norfolk & Western Railway trains and engines may use Clinchfield Railroad main track between north switch to Clinchfield Boody passing siding and the south end of Clinchfield Lumber siding track just south of St. Paul Station by authority and under the direction of the operator at St. Paul Station and the Clinchfield train dispatcher at Erwin, Tennessee. Clinchfield rules and regulations for the government of the Clinchfield Railroad Operating Department will apply to Norfolk and Western trains and engines while on Clinchfield tracks.

After obtaining permission from the operator at St. Paul Station or the Clinchfield train dispatcher and receiving the proper signal aspect to do so, Norfolk & Western trains and engines may enter and use Clinchfield main track between the points named under the following provisions:

The Clinchfield main track must not be entered or fouled unless the movement is authorized by signal indication.

When a Norfolk & Western train or engine is authorized to move within the above-mentioned limits, the Clinchfield train dispatcher will instruct a member of Norfolk & Western crew either the time or place to clear for other trains or the time to call or telephone for further instructions.

Clinchfield train dispatcher will block the levers on the Centralized Traffic Control machine controlling signals and switches at each end of the above limits and no other train or engine permitted to enter such limits until the Norfolk & Western train or engine is in the clear.

Flag protection will not be required of Norfolk & Western trains and engines operating within these limits, except on two or more tracks where other tracks may be obstructed, or upon specific instruction from the Clinchfield train dispatcher.

The limits prescribed are within Clinchfield centralized-traffic-control territory, and there is no yard limit protection in this area.

(c) Standard color light signals (the same as used in CTC) located adjacent to Clinchfield main track govern all movements across and to the Norfolk & Western Railway.

For signal aspects, see Operating Rules 281, 285, 290 and 202.

The signal aspect as shown in Operating Rule 290 indicates that movement is to be made from Clinchfield main track to the Norfolk & Western main track.

(d) Standard position light signals (groups of yellow lights erected on signal staff) located adjacent to Norfolk & Western main track, govern all movements on the Norfolk & Western main track and across or to the Clinchfield Railroad.

(1) One light displayed under a group of three lights in a horizontal position indicates STOP AND STAY.

(2) One group of three lights displayed in a horizontal position indicates STOP AND THEN PROCEED at a speed that will permit stopping short of another train or obstruction, but not exceeding fifteen (15) miles per hour.

(3) One group of three lights displayed at a left-hand angle of 45 degrees under another group of three lights displayed in a perpendicular position is a restricting signal and trains receiving such indication must proceed beyond this signal prepared to stop short of another train or obstruction, but not exceeding fifteen (15) miles per hour. This aspect will also indicate that movement is to be made from Norfolk & Western main track to Clinchfield main track when such is the case.

(4) One group of three lights displayed in a right-hand angle of 45 degrees is an approach signal and trains moving beyond this signal must proceed at one-half the maximum authorized speed in that territory, not to exceed thirty (30) miles per hour and prepared to stop at next signal.

(5) One group of three lights displayed in a perpendicular position is a clear signal and trains moving beyond this signal will proceed at the prescribed speed.

(e) The power-operated switches at the Norfolk & Western — Clinchfield main line cross-over are locked with Norfolk & Western switch locks and a Norfolk & Western switch key has been placed in a small red box on a relay house at the cross-over and persons using this key must return it to the box provided for that purpose.

(f) There is no Clinchfield train order or block signal located at St. Paul Station and all Clinchfield trains will approach St. Paul Station expecting to receive train orders, written messages or instructions from the operator.

(g) — Boody Yard.

(1) Northward trains setting off cars which route via Norfolk & Western Railway will back in through the cross-over at south end of Boody Yard and into Norfolk & Western yard unless otherwise instructed. Trains delivering empty coal cars will place them on No. 2 track Norfolk & Western yard. All waybills, with switch list, must be left at St. Paul Station.

(2) Movement from Clinchfield Boody Yard to Norfolk & Western Boody Yard through connection track must be protected by flagman, and flagman must give signal to crew to proceed around the connection track before movement is started. This flagman will also protect the road crossing at west end Norfolk & Western Boody Yard. Clinchfield crews operating in Norfolk & Western Boody

Yard must comply fully with the provisions of Operating Rule 93.

- (3) Southward trains making delivery to Norfolk & Western at Boody will call St. Paul Station before doing so to find out if any Norfolk & Western trains on Norfolk & Western Boody Yard and take no chances of collision between the two yards.
- (4) The hand-operated switch at the east end of the cross-over between Norfolk & Western Boody passing siding and Norfolk & Western Boody Yard is protected by electric lock and the west switch of this cross-over is bolt locked to the passing siding switch.
- (5) The hand-operated switch to Norfolk & Western Boody passing track located approximately six hundred (600) feet east of Norfolk & Western mile post 442 is protected by an electric switch lock and pipe-connected derail located on Nos. 1 and 2 Norfolk & Western yard leads at the east end of Boody Yard are controlled by this switch. No. 3 track Norfolk & Western Boody Yard connects into No. 2 track at both ends and is protected by derails at the clearance point on each end. Clinchfield Railroad crews using these tracks, switches and cross-overs will be governed accordingly.
- (6) Southward crews switching at Boody, leaving rear on Clinchfield main track must not depend on air brakes holding cars left on main track, but must protect such cars with hand brakes sufficient to hold cars while work is being done.
- (7) All trains stopping at Boody and blocking the highway north of main line and passing track just north of Lick Creek Bridge must cut this crossing so that motorists and pedestrians may use it while train is standing there.
- (8) The power switch to the southend of the passing siding, the electric lock switch on the interchange lead and the south switch to No. 1 track at Boody are equipped with dual pad locking devices to permit the use of both Clinchfield and Norfolk & Western Ry. switch locks. Crews using these switches will see that the locking device is properly applied and the pad lock properly secured after use.

8. MILLER YARD

(a) Clinchfield Trains terminating or having long trains pull through track No. 7 and double overflow to track No. 6 from south end. In no case will Clinchfield crews double over at north end by using Interstate main track. Clinchfield crews will not enter or occupy the Interstate main line at north end without permission from Interstate dispatcher and in no case proceed beyond a point three hundred (300) feet north of north Interstate main line switch. Northward through crews deliver to track No. 5 through north end, doubling overflow to track No. 6. Clinchfield crews will not enter or occupy yard from the north end without permission from Interstate dispatcher. Southward trains deliver to Interstate through south end track No. 5. Southward trains reducing Clinchfield tonnage set off in No. 4 track. Northward Clinchfield cars switched out will be left in No. 4 track for movement north. All crews build trains in track No. 2 and place any overflow from track 1 in track 4. If insufficient room, place overflow in track No. 3. Leave track No. 1 clear on departure in all cases, and leave track No. 3 clear when possible. Track No. 7 will be used by Interstate as a running track and must be left clear at all times.

(b) Interstate trains or engines will not enter or foul Clinchfield passing siding without permission from the Clinchfield dispatcher, and then only in accordance with the provisions of Clinchfield time

table, rules and regulations. Deliver long trains in track No. 1. Deliver short trains in track No. 3, letting overflow go to track No. 4. Leave track No. 7 clear on departure in all cases, placing any Interstate overflow to track 5 or 6 (preferably No. 5).

(c) Clinchfield trains or engines operating on yard tracks at Miller Yard must comply fully with the provisions of Operating Rule No. 93 and take no chances of collision with Interstate trains or engines that might be operating in the yard at the same time.

(d) **NORMAL POSITION OF SWITCHES AT MILLER YARD.**

Switches at north end, including those to cross-over, set for movement from Interstate main line into and through No. 1 track.

North switch No. 7—closed to permit movement on Interstate main line.

North switch to Clinchfield passing track—closed to permit movement through Clinchfield passing track.

South switch to cross-over leading from No. 1 to No. 2—closed for movement through No. 1 track.

South switch to No. 6 track—closed for movement through No. 7 track.

South switch to No. 7 track—open for movement through No. 7 track.

South switch to Interstate main line—closed for movement through No. 7 track.

South switch to passing track—closed for movement through Clinchfield passing track.

All switches must be left as indicated above by Clinchfield and Interstate crews.

(e) All trains picking up at Miller Yard will mail copy of wheel report to the Agent at Miller Yard.

9. FRISCO YARD, TENNESSEE, SOUTHERN RAILWAY

(a) When authorized to do so, Clinchfield trains and engines may use Southern Railway tracks between Frisco Yard, Tennessee (Southern Railway mile post 45 TC, plus 3,070 feet) and Greenland, Tennessee (Southern Railway mile post 59 TC plus 2,100 feet) under the direction of the Southern Railway train dispatcher and in accordance with the provisions of Southern Railway time table, rules and regulations.

Frisco Yard is protected by yard boards on Southern Railway main track located about 1,200 feet from outer switches. Clinchfield trains and engines may use Southern Railway main track within these limits in accordance with Southern Railway time table, rules and regulations. Southern Railway train register is located in the yard office at Frisco and Clinchfield trains or engines must not be permitted to occupy or foul the Southern Railway main track within these limits until it has been ascertained by a check of the register or train order that overdue superior trains have passed.

(b) When authorized to do so, Southern Railway trains and engines may use Clinchfield main tracks between Frisco, Tennessee (Clinchfield mile post 88, plus 946 feet) and south Eastman interchange track, Kingsport, Tennessee (Clinchfield mile post 96, plus 777 feet) under the direction of Clinchfield train dispatcher and in accordance with the provisions of Clinchfield Railroad time table, rules and regulations. Southern Railway trains and engines may also use Clinchfield passing siding, lead track from Clinchfield main track to north Eastman interchange and the lead track from Clinchfield main track to the Holston Ordnance Works Railroad tracks at Kingsport, Tennessee in accordance with these provisions.

(c) Frisco Yard.

(1) Clinchfield deliver to Southern Railway on tracks 1 and 2.

Southern Railway deliver to Clinchfield on track 3. Tracks 4 and 5 are solely for use by Southern Railway and Clinchfield Railroad crews will not use these tracks.

- (2) Conductors making delivery to Southern Railway must be careful to know that switch list is left with the operator at Frisco Yard office covering each car delivered; that car numbers are absolutely correct and time delivered is shown on switch list as the interchange reports are made from these lists.
- (3) Normal position for the east switch to the cross-over leading from the Clinchfield connection track to the Southern Railway main track in a westerly direction is for movement from Clinchfield connection track into Frisco Yard. Normal position for the switch at the point where the Clinchfield connection track enters Frisco Yard is for movement from the yard to the Southern Railway main track.
- (4) Clinchfield trains or engines operating on yard tracks Frisco Yard and the Clinchfield connection track between Frisco Yard and Clinchfield main line must comply fully with the provisions of Operating Rule 93 and take no chance of collision with Southern Railway trains or engines that might be operating on these tracks at the same time.
- (5) Southern Railway trains or engines operating on the Clinchfield connection track between Frisco Yard and Clinchfield main line will do so in accordance with Clinchfield time table, rules and regulations.

10. KINGSPORT

(a) Unless otherwise instructed, southward trains requiring pusher service from Kingsport will cut pusher in at south end of passing track.

(b) Unless otherwise instructed, trains 97, 95, and 93 will set off and pick up in north yard. Waybills and instructions covering the pick up will be in telephone booth north end of north yard unless handed up at the station by yardmaster.

(c) Crews picking up or setting off at Kingsport with trains that will not clear between Cherokee Street crossing and the point where they pick up or set off, will stop a sufficient distance away from the crossing, do their work and then come back and couple up and leave without having to block the crossing by standing on it while this work is being done.

(d) Other northward trains will set off and pick up as directed by the yardmaster.

(e) Unless otherwise instructed, southward trains will set off in and pick up from tracks 9, 10, 11, 12, or 13 north yard. Waybills and instructions covering the pick up will be at the yard office.

(f) All waybills covering cars set off will be delivered to the yard office.

(g) Yard crews will flag across Main Street on the Foundry lead and across Clinchfield and Market Street crossings.

(h) Yard engines will sound whistles before crossing Southern Oxygen road north end of yard.

(i) Crews will use back-up hose on leading car when making delivery to either of the Tennessee Eastman interchanges and air must be coupled through and working on all cars delivered to Holston Ordnance Works interchange.

(j) Standard highway traffic signals are located on grade crossing at Mead lead, crossing north Main Street, wye crossing Main Street (both legs of wye), Lincoln Street (north Eastman—Blue Ridge Glass lead), intersection Market and Clinchfield Streets and at intersection of Clinchfield and Center Streets.

The signal at intersection of Clinchfield and Center streets operates automatically. Trains, engines and yard crews may use this crossing while the signal is in automatic operation and move with the current of highway traffic on proceed (green) indication.

The signals at Lincoln Street are controlled by a track circuit in the north Eastman-Blue Ridge Glass lead which extend from a point 140 feet north of Lincoln Street crossing to a point 175 feet south of the crossing and the signal indication for highway traffic will remain at proceed (green) until the track circuit is occupied or entered by a locomotive or car when it should change to stop (red). The track circuit limits are marked by insulated joints painted yellow. Crews using this crossing must approach the highway with caution and ascertain that highway traffic has halted before moving into the street. Cars must not be left standing on any part of this signal circuit unless it is desired to control street traffic while switching moves are being performed. Crews using this crossing are responsible to see that moves across the street are adequately protected by flag if necessary.

The signals at other locations have no automatic feature, and must be operated manually to control highway traffic. Trains, engines or yard crews using these crossings must stop before entering the crossing, place signal indication at "STOP" (red) for highway traffic, blow a crossing signal and proceed only after it is seen to be clear. The signal indication must be returned to "PROCEED" (green or flashing yellow or flashing red) for highway traffic immediately after the crossing has been cleared.

Switch boxes, containing the manually-operated switches controlling the signal indications, are located on both sides of each crossing and are protected with locks which may be opened with Clinchfield switch key. Particular caution must be taken to see that switch boxes are securely locked after use.

(k) Automatic crossing gates are in operation at Cherokee Street crossing. All tracks through this crossing have been circuited and the points at which the gate-controlled circuit begins have been marked by painting the insulated joints (angle bars) yellow.

Trains, engines or cars must not be left standing on these circuits for extended periods of time except in case of emergency.

Gate circuit manual switches controlling the passing siding and No. 8 track are located in a box attached to the north side of the gate signal apparatus case which is on the west side of the tracks just south of Cherokee Street crossing. The same type of switch controlling the north-south yard connecting track is located in a box attached to the signal apparatus case which is on the east side of the tracks just north of the Cherokee Street crossing. These switch boxes are protected by regular switch locks and the two switches that control the passing siding and No. 8 track are stencilled on the cover to indicate the track they control. Inside each switch box there are two press buttons; one marked RAISE and one marked LOWER. These buttons control the gates and the circuit as indicated on the box. There are no manually-controlled switches to the main track, the house track and the automobile track.

When switching moves are made on the gate circuits that will not involve a crossing of Cherokee Street or when trains, cars or engines are left standing on the gate circuit of tracks that have manual gate control switches the circuit for the particular track involved must be cut out.

If movement is started from a point within the limits of the gate track circuit, it must be known that the gates are down protecting the crossing before the locomotive or car involved is permitted to enter the crossing or such move over the crossing must be protected by flagman.

When necessary to operate the manual control switch to cut out

the gate circuit, press the button marked RAISE. This will remove the automatic track control for that track only as long as a train, cars or engines occupy any portion of the track gate circuit, except the positive circuit in the track which extends approximately fifteen (15) feet beyond each side of the crossing. When trains, cars or engines are removed, automatic control is restored without further manipulation of the manually-controlled switch. If it is desired to protect the crossing when automatic control has been cut out, press the button marked LOWER which will restore automatic gate control.

(l) Trains or engines operating on yard or industrial tracks Kingsport must comply fully with the provisions of Operating Rule 93 and take no chances of collision with other trains or engines that might be operating on these tracks at the same time.

11. JOHNSON CITY

(a) Crews shoving or backing cars ahead of engine at Johnson City must have a man on the leading car as required by city code, section 219.

(b) Signals at Tennessee Street, Barrett, do not operate for trains using Tank track. Trains using this track will flag the crossing under all conditions.

(c) Cars must not be left standing on tracks so as to block the crossing bell circuit.

(d) On Carnegie Branch all trains will flag across Main Street, Market Street, and Broadway Street crossings.

(e) On Carnegie Branch all trains must come to full stop before crossing ET&WNC Railroad and Southern Railway tracks.

(f) Electric locked, manually operated switches with pipe-connected derails control and protect movement over Clinchfield-Southern crossing on the Carnegie Branch. One electric lock device located between connecting track switches controls all switches involved.

Instructions for the operation of the lock, switches and derails are posted in telephone booth at the crossing, inside the door of the electric lock case and provide as follows:

1. Unlock and open door of electric lock.
2. Lift lock lever until it rests against stop in the 45 degree position.
3. Observe indicator, and when it shows unlocked, complete movement of lock lever to extreme left position.
4. Operate hand-thrown switch in usual manner.
5. When movement is completed, restore hand-thrown switches to normal position and lock.
6. Restore electric lock hand lever to normal position, (extreme right), and close and lock the door.

NOTE: This lock is equipped with emergency release. In case of failure of regular control circuits, break seal and move emergency lever to release position. Then operate in usual manner. Notify Southern Railway dispatcher immediately of such occurrence because signals on Southern will remain in STOP position, both directions, until mechanism is re-set by Signal Maintainer of the Southern.

The emergency release of the electric lock as described in the above note must not be used except by authority of the Southern Railway train dispatcher.

These switches, derails and the electric lock must be restored to normal for Southern main track movement immediately after being cleared by Clinchfield movement regardless of whether a member of Clinchfield crew remains at the switch or not.

Hand-thrown switches and the electric lock cover are equipped

with padlocks that can be removed with either Southern or Clinchfield switch key.

The derail protecting the crossing on the west side (between Market Street and Southern Railway main line) of the Southern Railway is a switch point-pipe-connected type located 176 ft. 6 inches from the Southern Railway main line. The derail protecting the crossing on the east side (between the end of Carnegie Branch and Southern Railway main line) is an on the track pipe-connected type located at the immediate approach to the crossing. Except when the switches to the crossing are lined for Clinchfield movement across the Southern Railway the derails will be in derailing position.

(g) Speed of trains within city limits of Johnson City will be governed as provided by Code Sections 285, 286 and 287. (See Time Table Rule 28 (g)).

(h) Unless otherwise instructed northward trains except No. 95 set off and or pick up at north Barrett Yard track No. 1 (Track to west of passing siding north of Walnut Street overpass).

When conditions will permit train dispatcher will head northward trains picking up and/or setting off at Barrett through the passing siding.

(i) Unless otherwise instructed southward trains set off in No. 1, south yard Barrett and pick up in No. 2 south yard Barrett, doing so through crossover just north of Tennessee Street crossing. If no room is available to set off in No. 1 track, No. 2 track may be used. In the event both Nos. 1 and 2 tracks are blocked set off on switching lead through cross-over just south of Tennessee Street crossing.

(j) Train No. 95 will set off and or pick up at New Siding.

(k) Outbound mail and waybills for cars picked up at Barrett will be in box at Walnut Street over-pass. For cars picked up or set off at New Siding waybills will be in telephone booth at the north switch to this siding.

(l) Inbound mail and waybills for cars set off by trains that will pass the freight station between 8:00 a. m. and twelve o'clock midnight, Mondays through Fridays or between 8:00 a. m. and 4:00 p. m. on Saturdays will be thrown off at the freight station. At all other times it will be left in either the waybill box at Walnut Street overpass, the booth on east side of main line near southend of Barrett passing siding or telephone booth northend of New Siding.

Unless otherwise instructed waybills or other matter must not be thrown off at the freight station except at the times indicated above.

(m) A switch list covering cars to be picked up by northward trains at Barrett will be left in the waybill box at the northend of north Barrett Yard track No. 1.

A switch list covering cars to be picked up by northward trains at New Siding will be left in telephone booth near north switch.

Switch list covering cars to be picked up by southward trains will be left in the telephone booth at the main line cross-over switch to the south yard at Barrett.

(n) Locomotives must not be moved over the scales at General Mills Plant. When switching is being performed over these scales the speed of cars must not exceed three (3) miles per hour and extreme caution must be used to avoid sudden stops.

(o) Trains and engines operating on Johnson City yard tracks, industrial tracks and the Carnegie Branch must comply fully with Operating Rule 93.

(p) Foreign line trains and engines operating on Clinchfield tracks will do so in accordance with the provisions of Clinchfield Railroad time table, rules and regulations. Clinchfield trains and engines operating on foreign line tracks will do so in accordance with pro-

visions of the time table, rules and regulations of the foreign line involved.

12. ERWIN

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

(b) Trains pulling into Erwin Yard will set five (5) hand brakes on south end to prevent train from rolling out.

(c) When southward trains meet northward trains at Erwin and length of southward trains are such to necessitate doubling over, conductor of southward trains will get information from yardmaster as to the track on Love Hill which is available to head through to main line and double train together through the Love Hill track in order to be ready to leave on arrival of the northward train.

(d) When cars are placed on the Martin Creek lead between Hill track, Carolina Southern Mining Co., and derail south of National Casket plant, switch must be set for Hill track and locked.

(e) A diesel washing rack has been erected at the southend of Erwin diesel shop on the east lead track leading to and from No. 3 diesel shop shed track and the east run-around track. This rack will not clear a man on the side or top of a diesel unit or a man on the side or top of cars. All concerned will approach this location with caution and at a speed not to exceed five (5) miles per hour when passing through washing rack.

(f) The cross-over switch leading to the north leg of the wye track just south of the diesel shop must be kept lined for the north leg of the wye.

(g) The overhead conveyor at the north end of the wheeling track station will not clear a man on the side or top of a car. It will only clear a gondola and other types of equipment must not be moved beyond the south end of the conveyor.

(h) Trains or engines operating on the icing platform track or in the Heavy Repair tracks south of Heavy Repair Shop will use extreme caution due to close clearance of platforms and equipment operating along side these tracks.

(i) When in operating position the ice chute across the east ice platform track at the southend of the icing platform will not clear a man on top of a car or locomotive.

13. KONA, N. C. — YANCEY RAILROAD

(a) Yancey Railroad trains or engines must not be permitted to enter or foul the main track of the Clinchfield.

(b) Clinchfield trains or engines operating on the interchange track must exercise extreme caution to avoid collision with Yancey Railroad trains or engines that might be operating in this track at the same time.

(c) Yancey Railroad trains or engines operating on the Interchange track must do so in accordance with the provisions of Clinchfield rules and regulations.

(d) Clinchfield crews handling either engines or cars must not use bridge of Yancey Railroad at Kona, N. C.

(e) Attention is called to the fact that there are two road crossings at International Mineral Corporation plant at Kona, N. C. One of these crossings is located south of depot just opposite the Mineral Corporation plant and the other is located north of the depot just south of M. P. 173. Heavy equipment is operated over these crossings and all concerned must comply with all operating rules, State Laws, and be on the alert to avoid accident at these crossings.

(f) Cars for interchange either to or from the Yancey Railroad will be placed on the interchange track.

14. MARION — SOUTHERN RAILWAY

(a) Southern Railway trains and engines operating on Marion yard tracks have the same rights and privileges as Clinchfield trains and engines.

(b) Clinchfield trains and engines must not use the Southern Railway passing siding or main track unless authorized to do so by the Southern Railway train dispatcher and then only in accordance with the provisions of the Southern Railway time table, rules and regulations.

(c) Southern Railway trains and engines must not use the Clinchfield passing siding or main track unless authorized to do so by the Clinchfield train dispatcher and then only in accordance with the provisions of Clinchfield time table, rules and regulations.

(d) Trains or engines operating on yard tracks Marion must comply fully with Operating Rule 93 and take no chance of collision with other trains or engines that might be operating on these tracks at the same time.

(e) Southward time freight trains deliver to Southern on interchange track No. 2 unless otherwise instructed.

Southward slow freight trains deliver to Southern on Interchange track No. 3, unless otherwise instructed.

Northward trains with cars for delivery to the Southern will set such cars either to No. 2 or 3 Interchange tracks unless otherwise instructed.

(f) When setting off on interchange tracks shove back to clear on north (east) end.

(g) Do not place Marion proper cars, bad order cars or no-bill cars on interchange tracks. Place Marion proper cars and no-bill cars on Scale or Shop track and all bad order cars on the station track where they may be reached by truck with material and supplies for repairing.

(h) Normal position of switches from Southern passing track to the New Track is for movement through the Southern passing track.

(i) Normal position of switches from Clinchfield passing track to Marion yard tracks is for movement through the Clinchfield passing track.

(j) The first highway crossing south of Marion Station must not be blocked by trains setting off or doing other work when it can be avoided. If the crossing is to be blocked for an extended period of time, it must be cut to permit highway traffic to pass.

15. BOSTIC YARD, N. C. — SEABOARD AIR LINE RY.

(a) Seaboard trains and engines operating on yard tracks Bostic Yard have the same rights and privileges as Clinchfield trains and engines and will operate in accordance with the provisions of Clinchfield time table, rules and regulations.

(b) Seaboard trains and engines must not use Clinchfield passing siding or main track unless authorized to do so by Clinchfield train dispatcher and then only in accordance with the provisions of Clinchfield time table, rules and regulations.

(c) Trains or engines operating on yard tracks Bostic Yard must comply fully with Operating Rule 93 and take no chance of collision with other trains or engines that might be operating on these tracks at the same time.

(d) Normal position of the yard switch to passing track at north end Bostic Yard is for movement through passing track.

(e) Southward crews with their trains on the main track setting off at Bostic Yard will leave rear portion of train on the main track at least four (4) car lengths north of the yard office while setting off.

16. SPARTANBURG, S.C. — ACL, P&N & SOU. RYS.

(a) Southern Railway trains or engines may operate within Spartanburg Yard limits as directed by the Clinchfield yardmaster and in accordance with the provision of Clinchfield time table, rules and regulations. When so doing, they will have the same rights and privileges as Clinchfield trains or engines.

(b) Clinchfield main track ends at a sign located just north of Magnolia Street crossing reading "**End of CRR Tracks.**" Clinchfield trains or engines have no rights and must not occupy or foul the track beyond this point.

(c) Clinchfield trains or engines must not occupy or foul the Southern Railway No. 4 passenger station track leading from the east side of the Clinchfield main track between Church and Magnolia Streets nor the cross-overs leading to the Southern Ry. main line between the south end of the Interchange tracks and Magnolia Street crossing.

(d) To insure against collision with the concrete platform located on the team track air must be coupled through all cars handled to, from or on the team track and the movement on this track controlled by use of the automatic (train) brake. Crews must not hold to cars other than those to, from or on this track while switching this 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 exceed four (4) miles per hour and engine bell must be rung approaching and until head end of train passes over Evins Street crossing.

(h) Trains and engines will not use shop track No. 4 for switching purposes nor as a running track, except when there is not another track available for such use.

(i) Caboose cars must not be parked on public coal tipple track south of yard office while crew is taking their rest.

(j) Sanding hose at diesel sanding tower located near north end of shop tracks will not clear a man on top or side of car on Nos. 3 and 4 tracks.

17. AIR, RETAINERS AND BRAKES

(a) Air brakes must be tested on all cars handled to and from the mines. Retainers must be turned up on all cars moving from the mines located at Dante.

(b) All trains will make running air brake test as follows:

SOUTHWARD:

Approaching south end Sandy Ridge Tunnel.

Approaching north end Barrett passing track.

Approaching south end Ridge Tunnel.

NORTHWARD:

Approaching Towers passing track.

(c) Trains stopping for pusher will hold brake on train applied until pusher is coupled and signal given to proceed.

(d) When using dynamic brake to control speed of train, fifteen (15) seconds must elapse from time the transition lever is moved from No. 1 to "Off" and a gradual application of the dynamic brake should be made to prevent severe slack action. Dynamic brake should be used as a retarding brake and not as a stopping brake.

(e) When sticking brakes occur in a train and it is necessary to bleed the air from individual cars on which the brakes are sticking,

cut the air brakes out before releasing the air and let the car continue to set-out point or terminal with the cut-out-valve in that position.

When these adjustments are made on line of road, the member of the crew making such adjustments will report all cars involved to yardmaster or agent at terminal or set-off point as having defective air brakes.

18. LOCOMOTIVES

(a) When towing locomotives, be sure reverser lever is in neutral position. If the locomotive is to be towed in a train any appreciable distance, the reverser drum must be placed in neutral position manually and will be locked in that position. During normal operation, a locking pin is screwed into the left-hand side of the reverser. To lock the reverser drum in neutral, this pin must be removed and inserted in the hole on the opposite side. Turn the drum to its neutral position and pin will engage with the hole in the shaft. All isolation switches must be in "START" position. If it is necessary to keep engines idling for any reason while towing locomotives, the fuel pump and control switches must be left in the closed position.

The air brake equipment must be set according to the air brake manufacturer's instructions bulletin which includes the following items:

- (1) Close brake valve cut-out cocks.
- (2) Open conductor's valve and reduce brake pipe pressure to zero. Close conductor's valve.
- (3) Release locomotive brakes by manipulation of independent brake valve handle.
- (4) Remove automatic and independent brake valve handles.
- (5) Place Rotair valve in "PASS" (unless special conditions require a controlled emergency application of brakes on these units in which case the Rotair valve should be placed in "FREIGHT"—Not "LAP" position.)
- (6) Place dead engine cock on D-24 control valve in "DEAD" position.
- (7) In "B" units place controlled emergency cut-out cock (Rotair valve) and Dead engine cock in the same position as those on "A" units.

(b) All "B" diesel locomotive units are equipped with emergency valves on both ends. These valves are painted red and located inside of unit, or on the left hand side of end door. They are stenciled, "Emergency Air Valve".

(c) A cut-out cock on the same level and slightly to the left of the bell valve has been placed on all road locomotives. The function of this valve is to permit sanding under the leading pair of wheels in a consist.

When the handle of this cock is horizontal, all sanders in the consist will operate normally. When the handle is in a perpendicular position, sand will be applied to the leading pair of wheels only.

Where light sanding is required this cut-out cock should be used.

(d) To prevent delays, engineers and firemen will be expected to exercise extreme care in seeing that units are supplied with sufficient fuel to make the run to tie-up point where fuel can be obtained.

In case of emergency or when units are tied up at points where company fueling is not available, fuel may be obtained from any Gulf, Standard, Sinclair, Shell or Texaco distributor that is most convenient to the location. No. 2 fuel oil must be used in all cases. When fuel is purchased from a local distributor, a representative of the company will sign the purchase ticket for the amount of fuel obtained and a copy of this ticket must be mailed to the Chief Mechanical Officer, Erwin, Tennessee.

(e) Conductors and engineers will report couplings in excess of five (5) miles per hour to shop personnel in order that they may thoroughly inspect the equipment involved.

19. CENTRALIZED TRAFFIC CONTROL

(a) Centralized Traffic Control is in effect between south switch Elkhorn Yard and north switch Erwin Yard and between south switch Erwin Yard and yard limit sign north end Spartanburg Yard. All trains and engines operating within these territories will be governed by Centralized Traffic Control rules and regulations contained in the operating rule book. In addition, the following rules are in effect:

All trains and engines will approach and pass over track between the following points under full control and able to stop within one-half range of vision, but not exceeding slow speed:

Between yard limit sign north of wye at Spartanburg and connection with Southern Railway at Spartanburg.

Between yard limit sign south of Erwin and yard limit sign north of Erwin.

Between yard limit sign south of Elkhorn Yard and Elkhorn City station.

Signal indications as provided in Operating Rule 288 are in effect at Green Mountain, Kona, Ridge and Rocky; and trains or engines receiving this indication will proceed through the siding as required by the rule.

(b) Elkhorn Yard:

Trains and engines leaving or moving southward from Elkhorn Yard will be governed by the absolute signal at the south switch.

A special lens unit is added to the top of the northward signal at the south switch to indicate the position of the switch. When lighted and displaying a white letter "R" on a black background the switch is in reverse position; when dark (not lighted) the switch is in a normal position.

(c) A dual control switch and absolute signals control movement of engines or trains to or from Fremont Branch.

The absolute northward signal at Caney Jct. governs moves to the Fremont Branch. Southward absolute repeater signal 4200 feet north of Caney Jct., and southward absolute signal on the Fremont Branch at Caney Jct. govern moves from the Fremont Branch to the Main line. These signals give the aspects as provided in rules 281, 285, 290 and 292 and trains or engines must be governed in accord with these rules. Trains entering the Fremont Branch will receive signal aspect as provided in Rule 290.

(d) Dante:

Crews or engines operating in Dante Yard tracks must not occupy or foul the main track or pass an absolute signal, except as provided in operating Rules 550 through 585.

Trains or engines entering or leaving Dante Yard through the cross-over from the main line to the passing siding at the south end must clear the O. S. circuit (that portion of the track between the northward entering signal and the southward leaving signal) before either switch to the cross-over is lined to normal position.

(e) Boody:

An automatic electric lock, with pipe connected derail, is located on the wye switch leading to the N&W Yard at Boody. Crews will be permitted to operate this switch without permission from the dispatcher but when unable to unlock this switch to make move around the wye should contact the dispatcher.

The normal position of the wye switch will be for moves to the main line.

(f) Kingsport:

Yard crews or yard engines operating in Kingsport Yard must not occupy or foul the main track or pass an absolute signal, except as provided in Operating Rules 550 through 585, and then only within switching limits unless authorized by the train dispatcher to move beyond.

(g) Johnson City:

Yard crews or yard engines operating in the Johnson City-Barrett area must not occupy or foul the main track or pass an absolute signal, except as provided in Operating Rules 550 through 585, and then only within switching limits unless authorized by the train dispatcher to move beyond.

(h) Erwin:

All trains and engines leaving Erwin Yard must not move beyond starting signals governing movement from the track on which they are leaving until receiving a signal aspect as indicated by Operating Rule 295. These signals control as follows:

FOR MOVEMENT NORTHWARD

East signal—governs moves from the main track to the main track.

Middle signal—governs moves from yard tracks No. 1 to and including No. 5 through the cross-over at the starting signals to the main track.

West signal—governs moves from yard tracks No. 6 to and including No. 18 through the cross-over at the south end of the General Office building to the main track.

Trains or engines leaving from any point north of the starting signals will be governed by absolute signals at the north switch.

FOR MOVEMENT SOUTHWARD

Signal to the east of main line south of Martins Creek Bridge governs moves from the main line or yard to the main line.

Trains leaving from points south of the starting signal will be governed by the absolute signal at M.P. 138.

Yard crews may pass starting signals without permission from dispatcher but must secure line-ups periodically to avoid blocking the main line more than is absolutely necessary.

Yard Crews or Yard Engines operating within "Yard Limits" will never pass an absolute signal without permission from the train dispatcher.

Trains ready to leave Erwin Yard must notify the Yardmaster or Dispatcher when they are ready to move.

Yard crews or yard engines operating between north yard board Erwin and switching-limit sign located at Mile Post 134.6 must not occupy or foul the main track or pass an absolute signal, except as provided in Operating Rules 550 through 585, and then only within switching limits unless authorized by the train dispatcher to move beyond.

(i) Spartanburg:

All trains and engines leaving Spartanburg via main track from Chinquapin will not move beyond starting signal located east of main track north of cross-over until receiving signal aspect as indicated by Operating Rule 295. Trains and engines leaving Spartanburg Yard from points north of the starting signal will be governed by absolute signal at M.P. 275.

Northward trains ready to leave Spartanburg will notify yardmaster or dispatcher when they are ready to move.

20. SLIDE DETECTION

Slide detector fence between Copper Creek Bridge and Hill, Virginia is now in service.

Signals which will govern over the various sections of fence are as follows:

FENCE LOCATION	NORTHWARD	SOUTHWARD
MP 71.50 to MP 71.80	Signal 718	South Starnes
MP 71.85 to MP 74.05	Signal 741	Signal 718G
MP 74.25 to MP 76.40	Signal 765	Signal 742G
MP 76.50 to MP 78.85	Signal 791	Signal 764G
MP 80.25 to MP 80.30	Signal 800	North Kermit
MP 84.84 to MP 85.40	Signal 881	Signal 848

When any section of the fence is sufficiently disturbed, it places all signals at stop in advance of that section and drops the approach circuit for the corresponding portion of the block. Signals beyond the fence section in trouble will be clear. The train dispatcher will receive an approach light indication and will be unable to clear the absolute signals at North Kermit or South Starnes into the block.

The installation of the fence does not in any way alter the normal operation of signals in this block, which allows following moves for trains through this block in either direction.

21. ACCIDENTS AND PERSONAL INJURIES

When accidents or personal injuries involving other than Company personnel and/or property occur, the Conductor or other members of the crew will make every effort possible, particularly within corporate limits, to contact the local law enforcement officers and request an investigation of the accident before allowing the train or other vehicles or other equipment involved in the accident to be moved from the position in which they remain at the time the accident occurred. In cases where such would involve lengthy delay or cause a greater hazard than would otherwise exist, the conductor or other member of the crew will contact the Chief Dispatcher for instructions. If impossible to contact Chief Dispatcher, the employee upon whom the responsibility most naturally falls will assume full control and handle in accord with the best interest of all concerned.

In accidents involving personal injuries to either employees or other persons every effort must be made to see that the injured persons are properly cared for; and in cases where fatal injuries occur, the body must be left in charge of a public officer, agent or responsible employee.

In all accidents involving personal injuries to either employees or other persons, the conductor must make an immediate report to the Chief Dispatcher, who will give the necessary handling.

Conductors are responsible to see that the preliminary report is made, for the preparation of Form C. T. 12 or C. T. 98, as the case may be, covering incidents in which their trains or crew members are involved and to render this report to the Yardmaster, agent or operator at the end of the run on which the occurrence took place. Subordinate crew members are responsible to verbally report all such occurrence to their conductor immediately.

Yardmasters, agents and operators are responsible to see that train and engine crews properly report accidents, personal injuries and other like incidents that come to their attention and also to properly report incidents of this nature concerning the Railroad Company when train and engine crews are not involved that occur within the confines of their jurisdiction. They must see that all reports of this nature left at their offices by train and engine crews are promptly transmitted.

22. HOURS-OF-SERVICE LAW

(a) Attention is specifically directed to the "Hours-of-Service Law," effective March 4, 1908, excerpts from which are as follows:

"Sec. 2. That it shall be unlawful for any common carrier, its officers or agents . . . to require or permit any employees subject to this act to be or remain on duty for a longer period than sixteen consecutive hours; and whenever any such employees . . . shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employee who has been on duty sixteen hours in the aggregate in any twenty-four hour period* shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty; Provided, that no operator, train dispatcher, or other employee who by the use of telegraph or telephone dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places and stations, operated only during the daytime, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period or not exceeding three days, in any week; Provided, further, The Interstate Commerce Commission may after full hearing in a particular case and for cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case."

(*) Such twenty-four hour period will be counted as beginning from the time when said employee went on duty and after last having had eight hours rest.

"Sec. 3. . . . Provided, that the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officers or agent in charge of such employee at the time said employee left a terminal and which could not have been foreseen. Provided, further that the provisions of this Act shall not apply to the crews of wrecking or relief trains."

(b) The Interstate Commerce Commission interpreted that portion of the Hours-of-Service Law dealing with "Rest Periods" as follows:

"When an employee has been **continuously** on duty for a period of sixteen hours, the law stipulates he may not be permitted or required to remain on duty, or again go on duty, until he has had at least ten consecutive hours off duty.

"When an employee has been on duty sixteen hours in the aggregate in any 24-hour period, the law decrees he may not be permitted or required to remain on duty, or again go on duty without having at least eight consecutive hours off duty."

Eight (8) consecutive hours off duty will be considered as full rest, except when ten (10) hours are required under the law.

(c) Train and engine service employees must not claim a specified number of hours for rest in excess of either eight (8) or ten (10) hours whichever the case may be and expect to be called on that basis.

(d) Trainmen and enginemen registering in at the end of a tour of duty or marking up for duty after having been off must show on the register when their rest is up. Those expecting to double (work second tour of duty without having full rest) must show the remaining amount of time they have to work under the Hours-of-Service Law.

When employees are called for duty before having been off duty for the lawful rest period, they must report the fact to the Chief Dispatcher and ask for further instructions. When used, they must give the Chief Dispatcher advance notice at the time it becomes apparent that they will be unable to complete their trip or tour of duty within the lawful period.

23. OPERATING RULE REVISIONS, MODIFICATIONS AND SUPPLEMENTS

Operating Rules referred to hereafter have been revised, modified or supplemented to the extent indicated and all employees will be governed accordingly.

(a) Rule 110 is supplemented by adding —

110 (b)—A train or engine holding train order form "Y" must not proceed beyond the CONDITIONAL STOP sign or the point named in the order until the order becomes void or the train is notified in person by the Maintenance Foreman named therein, either by means of radio communication or personal contact, that the track is clear. When the order becomes void, or such notice has been so given, the train may proceed on its rights to do so under governing rules and other train orders it may hold. The absence of a CONDITIONAL STOP sign at the point named in the order does not authorize movement beyond that location. A CONDITIONAL STOP sign found in place after order form "Y" has become void will be disregarded.

(b) Rule 115 is supplemented by adding —

115 (c)—REDUCE SPEED and CONDITIONAL STOP track signs will be used to designate certain sections of track where maintenance men are working and the track is unsafe for the movement of trains. The REDUCE SPEED track sign is a diamond-shaped board mounted on a metal supporting rod about four feet high painted yellow with horizontal white stripes. The CONDITIONAL STOP track sign is a rectangular-shaped board mounted on a metal supporting rod about four feet high painted red with diagonal white stripes. These signs will be located alongside the track and to the right of the approaching train.

REDUCE SPEED track signs will be placed not less than 7920 feet (1½ miles) in advance of the point to be protected where a CONDITIONAL STOP track sign will be located. Trains proceeding beyond REDUCE SPEED track signs must reduce speed prepared to stop short of the CONDITIONAL STOP track sign. CONDITIONAL STOP track signs when used will be placed at actual mile-post location and must not be passed during the time train order form "Y" is in effect until notified by the Maintenance Foreman named in the train order that the track is clear. Notification may be given by radio communication or in person, and such notification must be given by the person named in the order.

(c) Rule 115 (k) is supplemented by adding —
TRACK SIGN
 (Temporary)



TRACK SIGN
 (Temporary)

Indication

REDUCE SPEED

Indicates approach to Conditional Stop sign location. Note Rule 115 (c).



STOP

While order form "Y" is in effect this sign or the point designated in the order must not be passed unless notified in person by Maintenance Foreman named in train order, either by means of radio communication or personal contact, that the track is clear.

Note Rules 110 and 115 (c)

(d) Forms of train orders are supplemented by adding —
 "Y"

CONDITIONAL STOP track sign order.

This exact form to be used when it is desired to give the information prescribed by Rule 110 (b):

Between the hours of.....and.....

(Day)

(Month)

(Date)

northward trains approach CONDITIONAL STOP sign location at Mile Post_____and southward trains approach CONDITIONAL STOP sign location at Mile Post_____ prepared to stop and do not pass this point until notified in person by Maintenance Foreman_____, either by means of radio communication or personal contact, that the track is clear.

Trains or engines holding the above order must not enter the main track between the points named in the order nor proceed beyond the point named in the order or the **CONDITIONAL STOP** sign located thereat until the order become void or the train is notified as provided in Rule 110 (b).

Each such order issued will become void at the expiration of the time limits named therein and the order cannot again be used.

Train order form "Y" must be a separate order and not issued as a part of another train order. No instructions or information except that specified in the form above will be placed in the order.

(e) Rule 1400 is supplemented by adding —

(e-1) Certain Maintenance Foreman specifically authorized to do so by the Superintendent and Chief Engineer and who have gangs equipped with 2-way radio may protect track obstructions specified in the rule as provided by form "Y" in the rule covering "Forms of Train Orders" and Rule 110 (b), 115 (c) and 115 (k).

The use of other track signs designated by the rule and the requirements provided therein are in no way affected by the foregoing and such signs may be used within the limits of **CONDITIONAL STOP** track sign locations.

(f) Rule 110 is supplemented by adding —

110 (c)

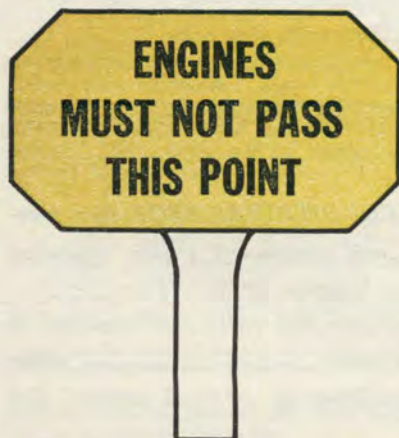
"Equipment Restriction" signs will be used to designate bridge, tipple and track structures not safe for the operation of locomotives. Such signs will be erected along side the track, to the right of and facing the train or engine approaching at the point where the unsafe condition begins. These signs are octagonal shaped boards with black lettering on a yellow back ground, reading; "ENGINES **MUST NOT PASS THIS POINT.**" (See Rule 115 (K))

Locomotives or engines must not pass the point where the sign is located and their movement beyond the sign is prohibited.

(g) Rule 115 (k) is supplemented by adding —

Sign
Equipment Restriction
(Permanent)

Indication

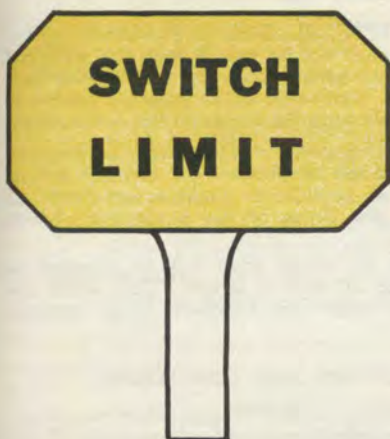


Stop Engine or
Locomotive

(h Rule 115(k) is supplemented by adding —

Sign

Switching Limits
(Permanent)



Indication
Switching Limits

(i Rule 14 (n) of the current Operating Rule Book shows the whistle for approaching meeting point as one long and one short.

This rule is in error account improper printing and the correct whistle signal for approaching meeting point is two long and one short: (————— ————— O).

(j) Operating Rule 111 is supplemented by adding —

111(h) When trains are stopped at meeting or passing point with other trains a member of the crew on the head end of the train stopping will be on the ground and make a careful inspection of the passing train, when possible an additional member of the crew will inspect the opposite side of the train.

(k) Operating Rule 111(a) is supplemented by adding—

During the passing of a train where two or more employees are located alongside or near the track, and it is reasonably possible to do so, they will place themselves so that there will be at least one on each side of the train to observe for any unusual condition that may exist or be developing in the train.

(l) Operating Rule 26 is modified to permit the use of permanently located blue signals to protect workmen under or about cars standing on tracks so protected.

These signals are metal flags mounted on a metal bracket secured to a tie in the center of the track. They are so arranged that they will lay flat on the track between the rails when not in use. To protect cars on a track, these signals are raised to and secured in a vertical position in the center of the track and must be respected as required by Operating Rule No. 26.

To afford additional protection at night workmen displaying these signals will also display a blue light at or on the signal.

24. EQUIPMENT RESTRICTIONS & REGULATIONS — LOAD LIMITS

(a) Equipment of any type in excess of the maximum dimensions and gross weight published in the current issue of "Railway Line Clearances" must not be accepted from connections and moved over the line except upon authority from the Superintendent.

(b) Ice Breaker Cars (CRR 2000, 2001 and 2007) for use in clearing ice from tunnels during cold weather will be operated over the entire main line on such trains and during such periods as may be designated by the Chief Dispatcher. These cars must be handled directly behind the locomotive and as they are designed to operate in either direction, it is not necessary to turn them for reverse movement.

(c) Automobiles loaded on TOFC, BI-LEVEL or TRI-LEVEL equipment moving in freight trains must not be nearer than the sixth car from the locomotive nor handled behind open-top cars loaded with abrasive material (sand, gravel, coal, etc.) of a nature to be blown from the car in movement and damage the finish on the automobiles.

When switching service is being performed in yards, automobiles loaded on open equipment referred to above must be kept as far away from the switch engine as possible to avoid accumulation of smoke, oil film, dirt, etc. on the finish of the automobiles which might damage the paint.

(d) Cars 85 feet or longer in length must not be handled in trains coupled to cars less than 39 feet in length. Cars which are generally less than 39 feet in length are cabooses, tanks, hoppers and flats.

25. TRACK RESTRICTIONS AND CONDITIONS

(a) Operation on track or tracks beyond "Engine Must Not Pass" sign is restricted as provided in Special Instruction Rule 23 (f) & (g).

(b) When turning trains or engines on wye track, maintain speed not to exceed five (5) miles per hour and exercise care due to sharp curvature of these tracks.

(c) In all cases, in the event track or a switch is damaged, trains must not be permitted to operate over it except on slow orders or at safe speed until it is inspected and approved for normal operation by the Maintenance-of-Way Department.

(d) At track scales the weigh rail must not be used for any other purpose except for actually weighing cars; and when necessary to make a move across the scales, it must be made on the operating rail or dead rail.

Exception: Cars may be placed on the weigh rail at Minpro for loading.

(e) Due to heavy grade and sharp curves in the tracks serving the Erwin Hardware and Supply Co. and the Clinchfield Coal Corp. shop at McClure, Va., speed of five (5) miles per hour must not be exceeded while operating on either of the above-mentioned tracks.

(f) An additional derail is in place on Harris Spur approximately 200 feet from the end of the track to protect tank cars unloading compressed gas. The derail located at clearance point 140 feet from the switch has not been disturbed. Both derails must be kept locked in derailing position except when switching is being performed.

(g) An additional derail is in place on Fordtown Spur 293 feet from point of switch to protect tank cars unloading compressed gas. The derail located at clearance point 140 feet from the switch has not been disturbed. Both derails must be kept locked in derailing position except when switching is being performed.

(h) Locomotives, derricks, or loaded cars must not be operated on No. 7 track Clinchco beyond the switch leading to Clinchfield Coal Company storehouse track account of track conditions which are not safe. Empty cars may be stored on this track.

(i) An additional derail is in place on Carolina Southern Mining Co., track Erwin at a point just east of the road crossing near their plant building. The derail located at clearance point of this track

has not been disturbed. Both derails must be kept locked in de-railing position except when switching is being performed.

(j) An additional derail is in place on Minpro loading track at the extreme south end of the track.

26. RADIO

(a) Operating Procedures for Radio on Locomotives and Caboose Cars:

TO TURN SET ON —

Road Locomotives:

1. Turn on switch marked "Power Breaker"
2. Turn on switch marked "Radio Breaker"
3. Allow 30 seconds for set to warm up

Yard Locomotives:

1. Turn on switch marked "Radio Breaker"
2. Allow 30 seconds for set to warm up

Caboose Cars:

1. Turn on switch marked "Radio Breaker (located on wall beside switch marked "Light Breaker")"
2. Allow at least 30 seconds for set to warm up.

TO MAKE CALL —

1. Listen to ascertain that no one else is on the frequency.
2. Depress the handset switch and hold while talking (release to listen)
3. Hold and talk into the handset as you would a telephone; speak with a loud clear voice. Shouting is undesirable and will result only in distortion — it will not increase the volume, modulation, or transmitter output.
4. All units should be called by their regular number preceded by the word "Clinchfield" such as "Clinchfield 806," "Clinchfield 911," etc. Base stations should be called in same manner; "Clinchfield Bostic Yard," "Clinchfield Dante," etc. Example:
"Clinchfield Spartanburg, this is Clinchfield 801, over"

TO TURN SET OFF —

1. Turn off breaker switches as indicated above.

PORTABLES (Walkie-Talkies):

1. To turn on: Remove handset from cradle and turn "On-Off" knob fully counterclockwise to "ON" position and pull up.
2. To adjust volume: Turn control marked "V" until the desired amount of volume is obtained from the handset ear piece.
3. To adjust squelch: Turn control marked "S" fully counterclockwise. While no signal is being received (just noise), turn knob clockwise until the noise just cuts out (squelches).
4. To transmit: Hold handset mouth piece 1 to 2 inches from lips. Push the handset button in firmly and hold it. Speak clearly and slowly across the mouth piece in a normal-to-loud voice. Release the button to listen.
5. To turn off: The unit is automatically turned off when the handset is properly replaced in the cradle.

27. TRAILER ON FLAT CAR SERVICE

"Piggy-Back"

Air must be coupled through cars being handled to and from piggyback ramps. When cars are in place, a 20-lb. brake pipe re-

duction will be made by the engineer with automatic brake valve and the hand brakes will then be applied on all of the cars except when more than four cars are placed at one time the hand brakes will be applied on the two cars next to the engine and on the two cars next to the ramp after air brakes are applied as above. The angle cock will be turned on the car next to the engine prior to uncoupling.

28. GENERAL

(a) When shifting over public crossings at grade, which are protected by watchman, gate or automatic signal device, and such protection is inoperative the crossing must be protected by flag.

(b) Trains on Fremont Branch, Nora Spur and Duke Spur will operate under train order rules.

(c) When weather conditions are such as may require use of switch heaters under power switches, observe same and if any explosives, dangerous or inflammable shipments in the train are stopped over or near such heaters when burning, arrange to part train at the switch immediately and sufficiently to avoid any danger to such shipments, exercising extreme care in so doing. Do not stop diesel locomotive over ignited switch heaters and avoid stopping train in such conditions if at all possible.

(d) At Ridge pusher crews must know that caboose is properly coupled to train before leaving.

(e) Cars must not be left on either leg of wye at Altapass.

(f) Enginemen will sound horn or whistle at abrupt curves between Unaka Springs and Poplar between 7:00 a. m. and 4:30 p. m. as warning to section men.

(g) As a safety precaution for mine employees working at south Haysi Dock and Splash Dam Tipple, enginemen will sound locomotive whistle and turn on the bell while passing these operations.

(h) Employees are prohibited from standing on the brake platform of a car when a B unit is being coupled to it, or is being moved while a B unit is coupled to it.

(i) Unless otherwise instructed, pusher engines used to push trains from Booy to Sandy Ridge will clear up on the Lumber track at St. Paul, Va. for the train that is to be pushed and will couple on to the rear of the train after the train makes a stop at Boody.

(j) Crews handling creosoted poles loaded on flat cars will handle such loads near head end of train out of Spartanburg and out of Erwin will handle near head end N&W classification for St. Paul and near head end of Russell classification for C&O subject to Operating Rule 112 (e) as to three (3) cars from engine.

(k) Unless otherwise provided, conductors of freight trains will furnish dispatcher consist of their train before leaving terminal or pick-up point.

(l) Switch list 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, Marion and at Harris for cars delivered to Duke Power Company on Duke Spur.

(m) In order that speed may be regulated as required by Operating Rule 115 (a) when loaded open-top hopper cars are placed in the consist of trains (except coal trains) at stations or yards, office personnel on duty will notify conductor and engineer. When such cars are picked up at points where no Operating office personnel are on duty, a member of the train crew will notify the engineer.

(n) If possible, flat cars should be standing still when hand brakes are applied.

(o) For the purpose of preparing reports and time claims, conductors and enginemen will be governed by the following:

1. The **departure time** of a train leaving a terminal is the time the entire train actually starts moving on the road trip from the yard track on which it is made up.
2. The **arrival time** of a train at a terminal is the time the train arrives at the switch to the track on which it is to be yarded, except when the train is required to stop at or within the yard before reaching this point, on which occasion the arrival time will be the time such stop is made.

(p) Enginemen must not put down sand while passing over RUN-THROUGH switches.

(q) Persons other than those having current Clinchfield passes endorsed "Good on Freight Trains" will not be permitted to ride on trains or engines, except by authority of the Superintendent.

(r) When defective air hose are replaced on line of road, the defective hose must be placed on either the locomotive or caboose and returned to the terminal for use by the Mechanical Department.

(s) Trainmen handling Business Car 100 are responsible to know that the air hose are properly secured to the fasteners provided for that purpose before allowing the car to move.

(t) Manually-operated switches are provided at some telephones and telephone plug-in cases located on line of road for the purpose of disconnecting such equipment from the communication lines when not in use. Employees using these telephones or cases are responsible to see that the switch is left in the proper position to disconnect them from the communication lines after call has been completed.

Telephone booths must be properly locked after use and in case the lock or telephone is missing, damaged or defective, the fact must be reported to the Chief Dispatcher at the first opportunity.

(u) Waybills for shipments or cars left at non-agency stations will be delivered to the next agency station beyond, except those covering shipments or cars left at non-agency points shown below will be delivered to the agency station indicated;

Non-Agency Station

Clinchco, Va.
Points on Fremont Branch, except
coal on tag or switch order to
Moss, Va.
Points on Nora Spur
Fordtown, Tenn.
Gray, Tenn.
Boone, Tenn.
Okolona, Tenn.
Unicoi, Tenn.
Huntdale, N. C.
Relief, N. C.
Toecane, N. C.
Boonford, N. C.
Logan, N. C.
Forest City, N. C.
Brice, N. C. (Duke Spur)

Agency Station

Fremont, Va.
Fremont, Va.
Dante, Va.
Fremont, Va.
Kingsport, Tenn.
Johnson City, Tenn.
Johnson City, Tenn.
Johnson City, Tenn.
Erwin, Tenn.
Green Mountain, N. C.
Green Mountain, N. C.
Green Mountain, N. C.
Spruce Pine, N. C.
Bostic Yard, N. C.
Bostic Yard, N. C.
Harris, N. C.

At non-agency stations where warerooms are maintained, ware-

room doors nearest to main line track have been equipped with switch locks so that crews may have access to wareroom. When freight has been placed in wareroom, doors must be closed and locked.

(v) Northward trains setting off at Spruce Pine will do so through the south cross-over to the work track.

Southward trains setting off at Spruce Pine will do so through the south switch to the work track.

29. LAWS AND ORDINANCES

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

(a) KENTUCKY: Every company shall provide each locomotive engine passing upon its road with a bell of ordinary size, and engine whistle, and such bell shall be rung, or whistle sounded, outside of incorporated cities and towns, at a distance of a least fifty rods (825 feet) from the place where the road crosses upon the same level any highway or crossing at which a signboard 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.

(b) VIRGINIA: Every railroad company shall provide each locomotive engine or diesel engine passing upon its road with a bell of ordinary size, and whistle, or horn, and such whistle, or horn, shall be sharply sounded outside of incorporated cities and towns at least twice at a distance of not less than three hundred (300) yards nor more than six hundred (600) yards from the place where the railroad crosses upon the same level any highway or crossing, and such bell shall be rung or whistle, or horn 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.

(c) TENNESSEE: In order to prevent accidents upon railroads, the following precautions shall be observed:

The officials having jurisdiction over every public road crossed by a railroad shall place at each crossing a sign, marked as provided by §65-1105; and the county court shall appropriate money to defray the expenses of said signs; and the failure of any engine driver to blow the whistle or ring the bell at any public crossing so designated by either the railroad company or the said public official, shall constitute negligence with the effect and all as set forth in §65-1209.

On approaching every crossing so distinguished, the whistle or bell of the locomotive shall be sounded at the distance of one-fourth ($\frac{1}{4}$) of a mile from the crossing, and at short intervals till the train has passed the crossing.

On approaching a city or town, the bell or whistle shall be sounded when the train is at the distance of one (1) 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.

Every railroad company shall keep the engineer, fireman or some other person upon the locomotive, always upon the lookout ahead; and when any person, 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.

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 lense of not less than four (4) inches in diameter with a bulb of not less than sixty (60) watts power, so that such road engine can be operated with safety when backing and said lights 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 (\$25.00), and not more than one hundred dollars (\$100.00), for each offense.

Signboards 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.

(d) 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 warnings 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 25, 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."

(e) 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 (500) 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 (100) rods of such crossing such bell shall be rung or such whistle sounded for at least thirty (30) 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.

(f) City of Kingsport—Chapter 25, Section 3: Requires brakeman or watchman stationed on leading car when cars are backed or shoved ahead of engines, such brakeman or watchman to have a light by night to warn engineer, or other employee or passerby. This requirement not necessary over crossing protected by gates or signals, when such gates or signals are operating.

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

Section 5: Restricts the speed of trains to thirty (30) miles per hour in corporate limits.

Section 6: 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.

Section 8: Prohibits making of dense smoke in the city limits.

(g) City of Johnson City—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.

Sections 285, 286 and 287: Restricts speed of trains, engines, cars, motor and hand cars to ten (10) miles per hour between Division and Sevier streets; to fifteen (15) miles per hour over Tennessee, Watauga, Sevier, New, Broadway and east Maple Streets.

Section 289: Requires bell on locomotive to be rung approaching all crossings between Tennessee Street and East Maple Street.

Section 290: Prohibits firing engines so as to make black smoke in city limits.

Section 293: Prohibits blocking of street crossings longer than four (4) minutes.

(h) City of Spartanburg—

SECTION 450: Directs Southern Ry. to maintain gates at Magnolia Street crossing. (When gates are not being operated, Clinchfield 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.

TRACKS AND PRIVATE SIDINGS NOT SHOWN ON TIME TABLE

MAIN LINE		Clearance Lengt, Ft.	End At
Station Number	Name		Which Switch Connects
4	Domus -----	370	North
7	Virelco -----	1760	Both
8	Pound -----	760	South
10	Splash Dam -----	1370	Both
10a	River Track -----	900	North
10b	Rex Storage -----	1747	Both
10c	Wright & Colley -----	500	North
11	South Haysi #1 -----	517	North
11a	South Haysi #2 -----	295	South
17a	Rush Storage -----	1628	Both
17b	No. 9 Clinchco -----	Mine	South
17c	Clinchco House -----	385	North
17d	No. 7 Clinchco -----	3650	South
23	Caney (Junction Fremont Branch)-----		South
23	Caney Storage -----	4252	Both
23a	McClure No. 1 -----	698	South
23b	McClure No. 2 -----	1698	South
26	Nora (Junction Nora Spur) -----		North
29	Honey Branch -----	863	South
30	Wakenva -----	5629	South
31	Roaring Fork -----	997	North
42	Lumber Siding -----	550	North
43	Quarry -----	1700	North
44	Castle Storage		
	Track No. 1 -----	3178	Both
	Track No. 2 -----	2825	Both
46	Burtens Ford -----	245	North
49	Carfax -----	230	South
57	Dungannon -----	880	South
64	Ft. Blackmore -----	680	South
80	Speers Ferry -----	5804	South
87	Waycross Storage -----	4000	Both
107	Gray -----	285	South
107a	Adair-McCarty (Gray) -----	574	North
124	Okolona -----	150	North
130	Unicoi -----	423	North
153	Huntedale -----	1223	South

TRACKS AND PRIVATE SIDINGS NOT SHOWN ON TIME TABLE

MAIN LINE		Clearance Lengt, Ft.	End At Which Switch Connects
Station Number	Name		
156	Relief -----	175	South
166	Toecane -----	1800	Both
175	Boonford -----	945	South
181	Minpro -----	1197	North
182	Gold -----	462	Both
184	Flotation -----	500	North
184a	English -----	225	North
202	Ashford -----	616	South
210	Amer. Thread Co. -----	5486	South
227	Fero -----	1585	South
240	Logan -----	684	North
247	Forest City -----	340	North
250	Card -----	415	South
259	Brice -----	1673	Both
	Brice (Junction Duke Spur) -----		South
261a	Chesnee Oil Mill -----	938	North
261b	Chesnee Cotton Mill -----	1644	North
266	Mayo -----	426	South
276	Beaumont -----	Yard	Both

FREMONT BRANCH:

F2	Crabtree -----	820	Both
F3	Holly Creek -----	1244	Both
F5	Cranes Nest -----	6175	Both
F9	Mullins -----	1550	Both
F10	Lick No. 3 -----	1094	Both
F11	Lick No. 1 -----	1656	Both
F12	Phipps -----	1822	Both
F14	Moss Mine -----	Yard	South

NORA SPUR:

N1	Passing Track -----	2050	Both
N2	Lamberts -----	901	North
N2	Wohlford -----	925	North
N4	Open Fork -----	2826	Both
N4	Runaround -----	1225	Both
N5	Big Rock -----	485	North
N6	Blue Diamond Mine -----	Yard	North

GREENLAND BRANCH: (Southern Ry.)

G14	Greenland -----	1600	Both
-----	-----------------	------	------

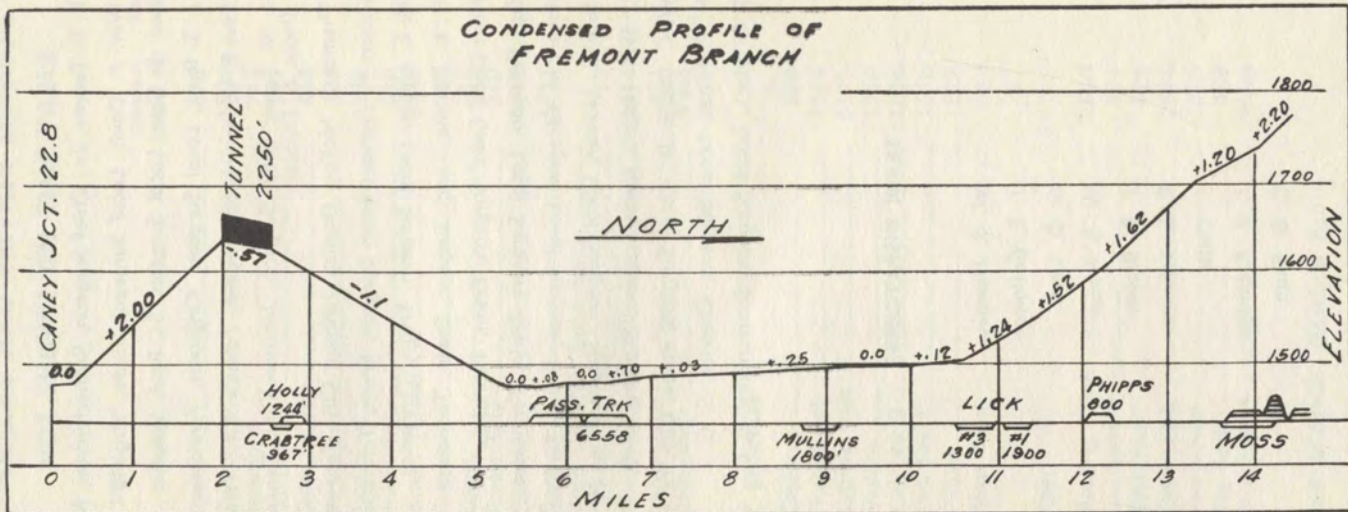
NAME AND LOCATION OF COMPANY DOCTORS

- Dr. K. S. Tanner, Jr., Chief Surgeon, Rutherfordton, N. C.
Dr. Wm. A. Davis, Local Surgeon, Dante, Virginia
Dr. Geo. E. Cain, Local Surgeon, St. Paul, Virginia
Dr. J. S. Reed, Local Surgeon, Kingsport, Tennessee
Dr. John F. Lawson, Local Surgeon, Johnson City, Tennessee
Dr. J. M. Sams, Local Surgeon, Johnson City, Tennessee
(Nose & Throat)
Dr. Thomas P. McKee, Oculist, Johnson City, Tennessee
Dr. Robert H. Harvey, Local Surgeon, Erwin, Tennessee
Dr. N. E. Hyder, Local Surgeon, Erwin, Tennessee
Dr. H. L. Monroe, Local Surgeon, Erwin, Tennessee
Dr. Hoyt Dees, Local Surgeon, Erwin, Tennessee
Dr. Earl Peterson, Local Surgeon, Erwin, Tennessee
Dr. Robert M. Glasgow, Local Surgeon, Erwin, Tennessee
Dr. Jack C. Horner, Local Surgeon, Spruce Pine, N. C.
Dr. L. Wm. Hagna, Local Surgeon, Marion, N. C.
Dr. W. C. Bostic, Jr., Local Surgeon, Forest City, N. C.
Dr. H. P. Hines, Local Surgeon, Chesnee, S. C.
Dr. S. O. Black, Local Surgeon, Spartanburg, S. C.

TRAIN DISPATCHERS

- W. S. Hensley
J. E. Galloway
G. O. Cash
W. S. Rader
J. R. Brown
E. L. Johnson
S. Collis
J. R. Robinson
C. B. Elam

CONDENSED PROFILE OF FREMONT BRANCH



CLINCHFIELD R. R. CO.

CONDENSED PROFILE OF NORA SPUR

SOUTH

26.7

NORA JCT

2000

1900

1800

1700

1600

ELEVATION

0.0 +.30 -.20 +.55 +.72 0.0 +.60 +.23

LAMBERT
648'

RUN-AROUND
1225'

BIG ROCK

BLUE DIAMOND

PASS. TRK.
2060

WOLFORD
025

0

1

2

3

MILES

4

5

6

+2.50

+3.37

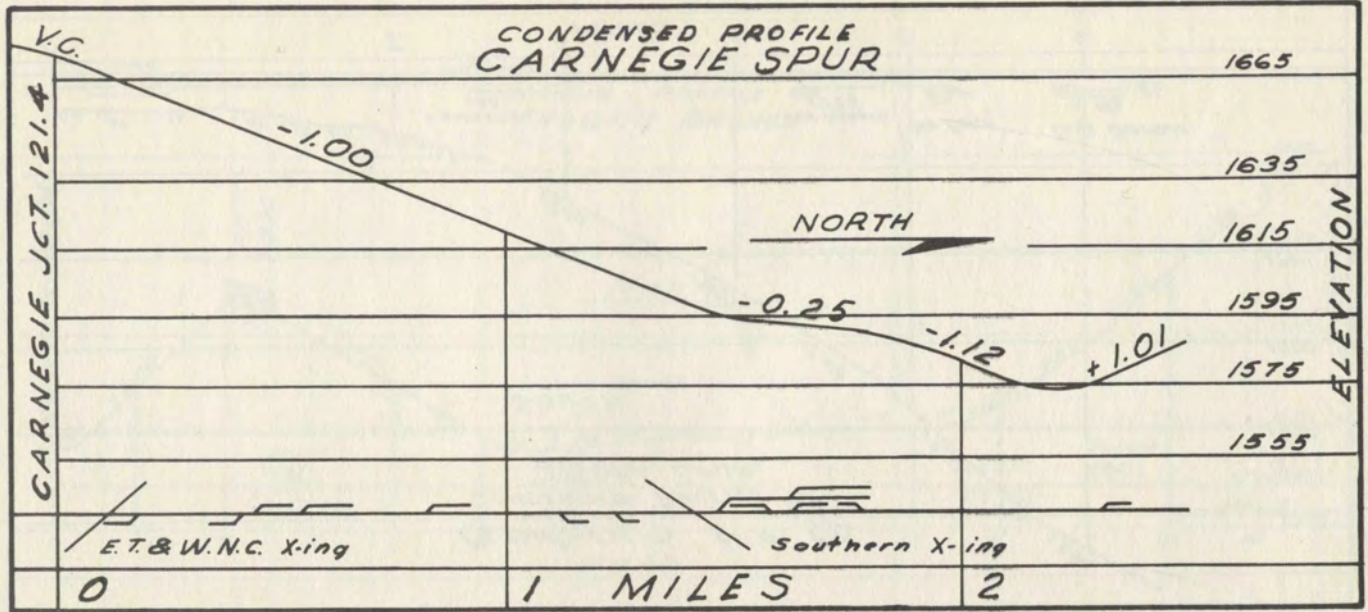
+2.40

+2.20

+2.00

↑

CONDENSED PROFILE
CARNEGIE SPUR



CONDENSED PROFILE OF DUKE SPUR

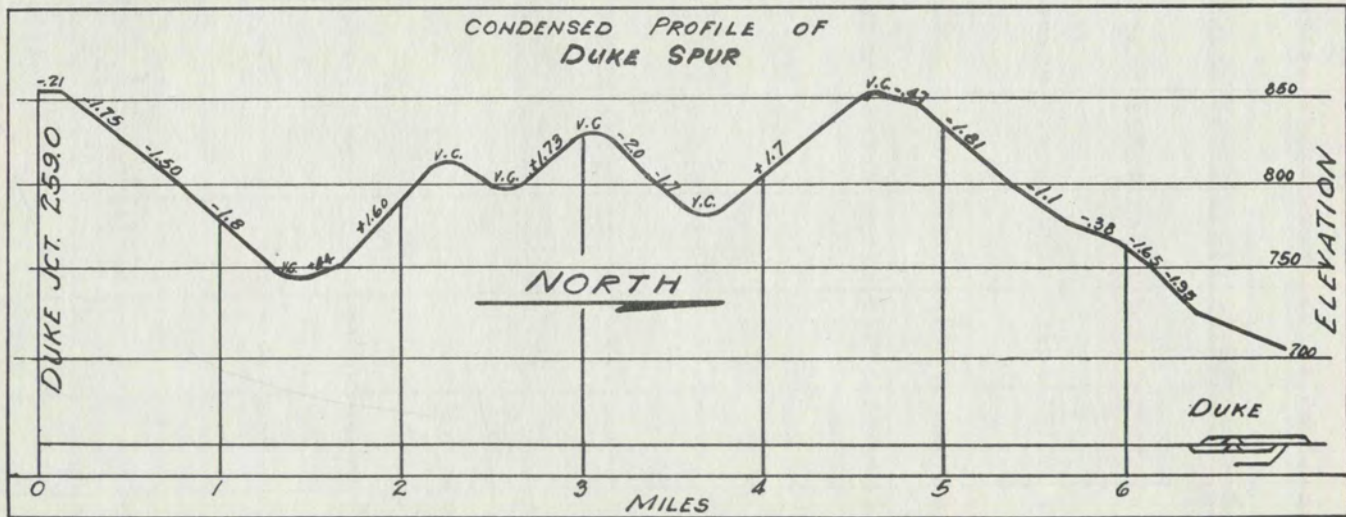


TABLE OF RUNNING TIME OF TRAINS FOR USE OF MOTOR CAR OPERATORS ONLY
 TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS

DISTANCE MILES	79 MPH	75 MPH	70 MPH	65 MPH	60 MPH	55 MPH	50 MPH	45 MPH	40 MPH	35 MPH	30 MPH	25 MPH	20 MPH
1	1	1	1	1	1	1	1	1	1	1	2	2	3
2	2	2	2	2	2	2	2	2	3	3	4	4	6
3	3	3	3	3	4	4	4	5	6	6	8	9	12
4	3	4	4	4	5	5	6	6	7	8	10	12	15
5	4	5	5	5	6	6	7	7	9	10	12	14	18
6	5	6	6	7	8	8	9	10	12	13	16	19	24
7	6	7	7	8	9	9	10	11	13	15	18	21	27
8	7	8	8	9	10	10	12	13	15	17	20	24	30
9	8	9	10	11	12	12	13	14	16	18	22	26	33
10	9	10	11	11	13	14	15	17	19	22	26	28	36
11	9	10	11	12	13	14	15	17	19	22	26	31	39
12	10	11	12	12	14	15	16	18	21	23	28	33	42
13	11	12	12	13	15	16	18	19	22	25	30	36	45
14	12	13	14	14	16	17	19	21	24	27	32	38	48
15	12	13	14	15	17	18	20	22	25	29	34	40	51
16	13	14	15	16	18	19	21	23	27	30	36	43	54
17	14	15	16	17	19	20	22	25	28	32	38	45	57
18	15	16	17	18	20	21	24	26	30	34	40	48	60
19	16	17	18	19	21	22	25	27	31	35	42	50	63
20	17	18	19	20	22	24	26	29	33	37	44	52	66
21	18	19	20	21	23	25	27	30	34	39	46	55	69
22	18	20	21	23	25	27	30	33	36	41	48	57	72
23	19	20	21	23	25	27	30	33	37	42	50	60	75
24	20	21	23	24	27	29	32	35	40	46	54	64	81
25	21	22	23	25	28	30	33	37	42	47	56	67	84
26	21	23	24	26	29	31	34	38	43	49	58	69	87
27	22	24	25	27	30	32	36	39	45	51	60	72	90
28													
29													
30													

SPEED TABLE

TIME Per Mile		MILES Per Hour	TIME Per Mile		MILES Per Hour	TIME Per Mile	MILES Per Hour
Min.	Sec.		Min.	Sec.			
5	00	12.00	1	26	41.86	58	62.07
4	00	15.00	1	24	42.86	57	63.14
3	00	20.00	1	22	43.90	56	64.29
2	50	21.18	1	20	45.00	55	65.45
2	40	22.50	1	18	46.15	54	66.66
2	30	24.00	1	16	47.37	53	67.92
2	24	25.00	1	15	48.00	52	69.23
2	20	25.72	1	14	48.65	51	70.59
2	15	26.67	1	13	49.31	50	72.00
2	10	27.69	1	12	50.00	49	73.47
2	08	28.80	1	11	50.70	48	75.00
2	00	30.00	1	10	51.43	47	76.59
1	55	31.30	1	09	52.17	46	78.26
1	50	32.73	1	08	52.94	45	80.00
1	45	34.29	1	07	53.73		
1	42	35.29	1	06	54.55		
1	40	36.00	1	05	55.38		
1	38	36.73	1	04	56.25		
1	36	37.50	1	03	57.14		
1	34	38.29	1	02	58.06		
1	32	39.13	1	01	59.02		
1	30	40.00	1	00	60.00		
1	28	40.91		59	61.02		

SAFETY
IS OF
FIRST
IMPORTANCE



BE CAREFUL
THINK - LOOK
AND
LIVE