SAFETY

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IMPORTANCE

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AND

LIVE

CLINCHFIELD RAILROAD COMPANY

TIME TABLE NO.

30

EFFECTIVE 12:01 A. M.

SUNDAY

NOVEMBER 30, 1958

EASTERN STANDARD TIME

Clinchfield Railroad Company

TIME TABLE No. 30

EFFECTIVE 12:01 A. M.

SUNDAY, NOVEMBER 30, 1958

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 time or hours of any train. The Company reserves the right to vary from it when necessary. It is for the information of employees only.

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

Clinchfield Railroad Company

Clinchfield Railroad Company

Received ..... 19 .....

One copy of Time Table No. 30, to take effect 12:01 A.M. Sunday, November 30, 1958.

Occupation .....

Name .....

Return this Receipt by first train to the Superintendent

: No. 30

A. M.

ER 30, 1958

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.

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W. T. STULTZ, Ass't. Trainmaster
R. J. ROBINSON, Ass't. Trainmaster
W. C. REESE, Chief Dispatcher

SOUTHBOUND TRAINS

Distance from Elkhorn City	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet	Fourth Class		Third Class		Second Class		Time Table No. 30 EFFECTIVE Sun., Nov. 30, 1958 STATIONS	
				16 Shifter Lv. Daily Ex. Sunday P.M.	14 Shifter Lv. Daily Ex. Sunday P. M.	22 Through Freight Lv. Daily P. M.	26 Through Freight Lv. Daily A. M.	92 Time Freight Lv. Daily P. M.	94 Time Freight Lv. Daily A. M.		
	0	——	——							Elkhorn City	D
1.0	1	Yard	——	12:01			9:00	5:05	3:15	Elkhorn Yard	DNY
5.6	5	440	4419							Towers	
11.4	11	657	——							Haysi	D
14.3	14	——	3820							Delano	
21.5	21	1375	——							Fremont	D
23.8	24	4700	6352	Trains Operate By Centralized Traffic Control Between North Switch Erwin And South Switch Elkhorn Yard.						Allen	
32.2	32	420	3941							Trammel	
35.1	35	Yard	4500							Dante	DY
36.3	36	Yard	——	3:00	4:30	11:00	11:30			Dante Shop	DNTO
41.8	41	Yard	4800							Boody	Y
42.5	42	1471	——		5:00	12:01	12:30	7:40	4:50	St. Paul	DNX
52.5	52	Yard	6050		5:30	2:00	1:30	8:00	5:10	Miller Yard	
64.4	64	680	——							Ft. Blackmore	
68.8	68	664	7518							Starnes	
81.8	81	660	7580							Kermit	
88.2	88	Yard	——							Frisco	
93.9	93	Yard	7332		9:00	4:00	3:30	9:40	6:35	Kingsport	YO
103.5	103	433	6580							Fordtown	
111.1	111	230	6347							Boone	
118.1	119	Yard	7317							Barrett	
120.3	120	Yard	——		10:30	5:30	5:00	10:50	7:25	Johnson City	DNO
131.7	131	——	6830							Hannum	
136.3	136	Yard	——		11:45	7:00	6:30	12:01	8:20	Erwin	DNYO
				P.M. 16 Ar. Daily Except Sunday	P. M. 14 Ar. Daily Except Sunday	A. M. 22 Ar. Daily	P. M. 26 Ar. Daily	A. M. 92 Ar. Daily	A. M. 94 Ar. Daily	STATIONS	

Schedules of trains shown in CTC territory are for information only and confer no time table authority.

Southbound trains are superior to trains of the same class in the opposite direction. See Rule 71.

At Erwin and Elkhorn all trains will observe Rule 93 and Time Table Rule No. 4.

NORTHBOUND TRAINS

Time Table No. 30
EFFECTIVE
Sun., Nov. 30, 1958

STATIONS		Second Class 93 Time Freight Ar. Daily P. M.	Second Class 97 Florida Perishable Ar. Daily A. M.	Second Class 95 Time Freight Ar. Daily P. M.	Fourth Class 15 Shifter Ar. Daily Ex. Monday A. M.	Fourth Class 17 Shifter Ar. Daily Ex. Sunday A.M.	Distance from Elkhorn City	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
Elkhorn City	D							0	—	—
1.0										
Elkhorn Yard	DNY	11:55	2:15	1:00		11:30	1.0	1	Yard	—
4.6										
Towers							5.6	5	440	4419
5.8										
Haysi	D						11.4	11	657	—
2.7										
Delano							14.3	14	—	3820
7.2										
Fremont	D						21.5	21	1375	—
3.0										
Allen		Trains Operate By Centralized Traffic Control Between North Switch Erwin And South Switch Elkhorn Yard.					23.8	24	4700	6352
7.7										
Trammel							32.2	32	420	3941
2.9										
Dante	DY						35.1	35	Yard	4500
1.2										
Dante Shop	DNTO				1:00	8:00	36.3	36	Yard	—
5.5										
Boody	Y						41.8	41	Yard	4800
0.7										
St. Paul	DNX	9:30	11:25	10:45	11:50		42.5	42	1471	—
10.0										
Miller Yard		9:10		10:25	11:00		52.5	52	Yard	6050
11.9										
Ft. Blackmore							64.4	64	680	—
4.4										
Starnes							68.8	68	664	7518
13.0										
Kermit							81.8	81	660	7580
6.4										
Frisco							88.2	88	Yard	—
5.7										
Kingsport	YO	8:00	10:00	8:45	9:00		93.9	93	Yard	7332
9.6										
Fordtown							103.5	103	433	6580
8.1										
Boone							111.1	111	230	6347
7.4										
Barrett							118.1	119	Yard	7317
1.3										
Johnson City	DNO	6:30	9:15	7:45	7:00		120.3	120	Yard	—
11.4										
Hannum							131.7	131	—	6830
4.6										
Erwin	DNYO	5:30	8:30	6:45	5:45		136.3	136	Yard	—

STATIONS	P. M. 93 Lv. Daily	P. M. 97 Lv. Daily	A. M. 95 Lv. Daily	P. M. 15 Shifter Lv. Daily Ex. Sunday	A.M. 17 Shifter Lv. Daily Ex. Sunday

Schedules of trains shown in CTC territory are for information only and confer no time table authority.

Southbound trains are superior to trains of the same class in the opposite direction. See Rule 71.

At Erwin and Elkhorn all trains will observe Rule 93 and Time Table Rule No. 4.

SOUTHBOUND TRAINS

Distance from Elkhorn City	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet	Fourth Class		Third Class		Second Class		Time Table No. 30 EFFECTIVE Sun., Nov. 30, 1958
				6 Shifter Lv. Daily Ex. Sunday A.M.	18 Shifter Lv. Daily Ex. Sunday A. M.	26 Through Freight Lv. Daily P. M.	22 Through Freight Lv. Daily A. M.	94 Time Freight Lv. Daily A. M.	92 Time Freight Lv. Daily A. M.	STATIONS
136.3	136	Yard	——		6:45	11:00	11:00	11:10	4:00	Erwin DNYOT
										12.3
148.6	148	646	6670							Poplar
										11.6
160.2	160	485	7007							Green Mountain D
										6.3
166.5	166	1800	——							Toecane D
										6.1
172.6	172	2540	6992		8:45					Kona DO
										10.5
183.1	183	6544	——		9:15					Spruce Pine D
										3.9
187.0	187	3640	——							Altapass Y
										1.1
188.1	188		5196	Trains Operate By Centralized Traffic Control Between Erwin And Spartanburg.						Ridge
196.6	196	162	5225							8.5 Rocky
										12.4
208.5	209	1033	6628							Sevier
										9.5
218.5	218	Yard	6407		11:45	3:00	3:00	2:20	7:00	Marion DNO
										14.1
232.6	232	878	6672							Thermal
										12.5
245.1	245	Yard	6808	8:00		4:30	4:30	3:25	8:00	Bostic Yard DNO
										2.6
247.7	247	340	——							Forest City D
										6.8
254.5	254	888	——							Harris D
										7.2
261.7	261	2735	6642							Chesnee D
										15.6
277.3	277	Yard	——	11:00		6:30	6:30	4:30	9:30	Spartanburg DNY
				A.M. 6 Ar. Daily Ex. Sunday	A. M. 18 Ar. Daily Ex. Sunday	A. M. 26 Ar. Daily	P. M. 22 Ar. Daily	P. M. 94 Ar. Daily	A. M. 92 Ar. Daily	STATIONS

Schedules of trains shown in CTC territory are for information only and confer no time table authority.

Southbound trains are superior to trains of the same class in the opposite direction. See Rule 71.

At Erwin and Spartanburg all trains will observe Rule 93 and time table yard limit rule No. 4.

NORTHBOUND TRAINS

Time Table No. 30
EFFECTIVE
Sun., Nov. 30, 1958

STATIONS		Second Class			Fourth Class		Distance from Elkhorn City	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		93 Time Freight Ar. Daily P. M.	97 Florida Perishable Ar. Daily P. M.	95 Time Freight Ar. Daily A. M.	19 Shifter Ar. Daily Ex. Sunday P. M.	7 Shifter Ar. Daily Ex. Sunday P.M.				
Erwin	DNYOT	2:30	6:50	1:00	5:30		136.3	136	Yard	—
12.3										
Poplar							148.6	148	646	6670
11.6										
Green Mountain	D						160.2	160	485	7007
6.3										
Toecane	D						166.5	166	1800	—
6.1										
Kona	DO				3:30		172.6	172	2540	6992
10.5										
Spruce Pine	D				3:00		183.1	183	6544	—
3.9										
Altapass	Y						187.0	187	3640	—
1.1										
Ridge							188.1	188		5196
8.5										
Rocky		Trains Operate By Centralized Traffic Control Between Spartanburg And Erwin.					196.6	196	162	5225
12.4										
Sevier							208.5	209	1033	6628
9.5										
Marion	DNO	11:10	3:50	9:00	1:00		218.5	218	Yard	6407
14.1										
Thermal							232.6	232	878	6672
12.5										
Bostic Yard	DNO	10:25	3:05	8:15		2:30	245.1	245	Yard	6808
2.6										
Forest City	D						247.7	247	340	—
6.8										
Harris	D						254.5	254	888	—
7.2										
Chesnee	D						261.7	261	2735	6642
15.6										
Spartanburg	DNY	9:30	2:20	7:00		1:00	277.3	277	Yard	—
STATIONS		A. M. 93 Lv. Daily	P. M. 97 Lv. Daily	P. M. 95 Lv. Daily	P. M. 19 Lv. Daily Ex. Sunday	P.M. 7 Lv. Daily Ex. Sunday				

Schedules of trains shown in CTC territory are for information only and confer no time table authority.

Southbound trains are superior to trains of the same class in the opposite direction. See Rule 71.

At Erwin and Spartanburg all trains will observe Rule 93 and time table yard limit rule No. 4.

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 at Elkhorn Yard, Dante Scale office, Kingsport passenger station, Johnson City telephone office, Erwin Yard office, Erwin Diesel Shop and Dispatchers' office, Spartanburg Yard office.

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. MAXIMUM SPEEDS

(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 not to exceed thirty-five (35) miles per hour.

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

(f) 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 southbound trains to yard limit sign south of Erwin.

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

(e) On SAL 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 north of wye at Spartanburg protects trains in both directions to connection with Southern Railway at Spartanburg.

(g) 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:

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

(i) Johnson City: Between switching limit sign north of Barrett passing siding and switching-limit sign south of E.T.&W.N.C. Jct.

(j) Erwin: Between switching limit sign north of Erwin at M.P. 134.6 and north yard-limit sign Erwin Yard.

(k) Yard crews, yard engines or self propelled machines, other than main line trains, operating within switching limits must move at yard speed expecting to find the track upon which they are moving occupied.

(l) Two or more yard crews or yard engines may be authorized to operate on the main track within switching limits at the same time.

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5. ELKHORN

(a) Track between yard board south of Elkhorn Yard and bridge just north of Elkhorn City station will be used by trains of Chesapeake & Ohio Ry. and the Clinchfield Railroad and all trains including first class trains, will be handled under the control of the enginemen and prepared to stop within half range of vision. No train must occupy this track within five (5) minutes of the time of a first class train without full protection. Chesapeake & Ohio passenger trains will have the same rights and privileges in that territory as Clinchfield passenger trains.

(b) Derailing switch has been placed in main track between north switch of interchange and Elkhorn City station. This switch must be kept set to derail, except when thrown to clear for trains to pass.

6. DANTE

(a) Switches to Dante wye must be kept set to run cars from either fork around wye and prevent their reaching the main track.

(b) Engines turning on wye will head up Bear Wallow (right fork) track and back around the wye to Straight Hollow track.

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

(d) 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.

(e) 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.

(f) 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.

(g) Mine run crews working Bear Wallow and Straight Hollow tracks, approaching Dante station from the mines will do so prepared to stop, expecting to find engine turning on wye or lead track blocked.

(h) 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.

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

(j) A spring switch is located in the south-end of the main line cross-over at Dante station. Normal position of this switch will be for movement to and from the main line. Crews moving northward over this switch in the direction of No. 2 tipple will open it by hand; and after movement has been made over it, will return it to normal position by hand. Southward movements may be made through this switch when the cross-over is clear.

7. BOODY

(a) Northbound trains setting off cars which route via N&W Ry. will back them through cross-over at south end of Boody and into N&W yard. Trains delivering empty coal cars will place them on track No. 2. All bills with switch list must be left at St. Paul station.

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

(c) Southbound trains making delivery to N&W at Boody will call St. Paul station before starting around wye to find out if any N&W trains on the N&W Boody yard and take no chance of collision between the two yards.

(d) Southbound crews switching at Boody, leaving rear on 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.

(e) All trains stopping at Boody and blocking the highway crossing over 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. ST. PAUL — N&W RAILWAY

(a) Clinchfield Railroad trains will use the Norfolk and Western's tracks between west house track switch at St. Paul and east end of Boody Yard under flag protection only. Clinchfield crews will be furnished with Norfolk and Western time tables at St. Paul station and must not occupy the Norfolk and Western main track on the time of any first-class train.

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

For signal aspects, see Operating Rules 281, 285, 290 and 292.

The signal aspect as provided in Operating Rule 290 indicates that movement is to be made from the Clinchfield main track to the N&W main track.

(c) Standard position light signals, (groups of yellow lights erected on a signal staff) located adjacent to N&W main track, govern all movements made across and to the Clinchfield Railroad.

One light displayed under a group of three lights in a horizontal position indicate STOP AND STAY.

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.

One group of three lights displayed at a left hand angle of forty-five degrees under another group of three lights displayed in a horizontal 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 the N&W main track to the Clinchfield main track when such is the case.

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

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.

(d) The power-operated switches at the cross-over are locked with an N&W switch lock and an N&W switch key has been placed in a small red box on the relay house at the cross-over, and persons using this key must return it to the box provided for that purpose.

(e) 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.

9. MILLER YARD

(a) All trains picking up at Miller Yard will mail copy of wheel report to the agent at Miller yard.

(b) NORMAL POSITION OF SWITCHES:

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.

(c) CLINCHFIELD CREWS:

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. Northbound 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. Southbound trains deliver to Interstate through south end track No. 5. Southbound trains reducing Clinchfield tonnage set off in No. 4 track. Northbound 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.

Crews pulling trains into tracks at Miller Yard will leave the rear of their train just in clear of the track on which they leave their train. On arrival at Miller Yard both Clinchfield and Interstate conductors will obtain line-up covering incoming trains from the other road and arrange to clear for such arrivals promptly and without delay to the incoming trains if possible.

(d) INTERSTATE CREWS:

Interstate crews will not enter or foul Clinchfield passing siding without permission from the Clinchfield dispatcher. 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 tracks 5 or 6 (preferably No. 5).

10. FRISCO

(a) Check Southern train register at telegraph office before occupying main track to know that first class trains have passed. Frisco Yard is protected by yard boards on Southern Railway, located about one thousand two hundred (1200) feet from the outer switches.

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

(c) Clinchfield deliver to Southern on tracks 1 and 2. Southern Railway will deliver to Clinchfield on track 3.

11. KINGSPORT

(a) Southbound trains requiring pusher service from Kingsport south 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 phone 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 northbound trains will set off and pick up as directed by the yardmaster.

(e) Unless otherwise instructed, southbound trains will set off in and pick up from tracks 9, 10, 11, or 12 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 deliveries 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 governing the movement of both highway and rail traffic are located on grade crossings at Mead lead, crossing north Main Street, Wye crossing Main Street (both legs of wye), North Eastman—Blue Ridge Glass lead crossing Horse Creek road and at intersection 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 standard highway 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) for highway traffic immediately after 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 will be cut out.

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.

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

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

This cross-over switch must be lined for Southern Railway main track movement immediately after being cleared by Clinchfield movement regardless of whether a member of Clinchfield crew remains at the switch or not.

(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 27, (g).

(h) Unless otherwise instructed northbound 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 northbound trains picking up and/or setting off at Barrett through the passing siding.

(i) Unless otherwise instructed southbound 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.

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 northbound 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 northbound trains at New Siding will be left in telephone booth near north switch.

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

13. 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 southbound trains meet northbound trains at Erwin and length of southbound trains are such to necessitate doubling over, conductor of southbound 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 northbound train.

(d) When cars are placed on the Martin Creek lead between Hill track, Newdale Mica 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 track 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) An overhead conveyor has been erected at the north end of the wheeling station track. This overhead conveyor will not clear a man on the side or top of a car or engine. It will only clear a system gon and other types of equipment must not be moved beyond the south end of the conveyor.

14. MARION

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

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

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

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

(c) Do not place bad order cars or no-bill cars on interchange tracks. Place 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.

(d) Southern Railway crews and engines have the same rights and privileges on Marion yard tracks as Clinchfield crews and engines but will not use Clinchfield passing track unless authorized to do so by Clinchfield train dispatcher. Clinchfield crews and engines will not use Southern passing track unless authorized to do so by Southern train dispatcher.

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

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

15. BOSTIC YARD

(a) Seaboard Air Line Railway crews and engines have the same rights and privileges on Bostic Yard as Clinchfield crews and engines, but will not use passing track unless authorized to do so by Clinchfield train dispatcher.

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

(c) Southbound crews setting off at Bostic Yard will leave head portion of train on main track at least four (4) car lengths north of yard office while setting off.

16. SPARTANBURG

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

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

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

(d) 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.

(e) Southbound trains pulling into Spartanburg interchange tracks will use track leading to the passenger station to get their engine out of the south switch and will not use cross-over leading to Southern Railway main track on which derailer is located.

(f) All trains and engines must approach south end interchange tracks very carefully.

(g) All trains going into Spartanburg will sound four (4) short blasts of horn or whistle before reaching yard office to call yardmaster's attention to the fact that the train is approaching.

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:

SOUTHBOUND:

Approaching south end Sandy Ridge Tunnel
Approaching north end Barrett passing track
Approaching south end Ridge Tunnel

NORTHBOUND:

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.

Below is a list of fuel distributors and location where fuel can be obtained in tank trucks in emergency and units tying up at outlying points.

No. 2 fuel must be used and the engineer will sign the ticket for the amount purchased, mailing duplicate copy of the ticket to Superintendent's office for approval:

Distributor	Location
Standard Oil	Pikeville, Ky.
Standard Oil	Richlands, Va.
Gulf Oil	Spruce Pine, N. C.
Sinclair, Gulf or Standard Oil	Marion, N. C.
Sinclair or Shell	Forest City, N. C.
Gulf, Standard, Texaco or Shell	Spartanburg, S. C.

19. CENTRALIZED TRAFFIC CONTROL

(a) Centralized Traffic Control is in effect between Spartanburg and south switch Elkhorn Yard. All trains will be governed by Centralized Traffic Control rules and instructions in Operating Rule Book. In addition, the following rules will govern:

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.

(b) Elkhorn Yard:

Trains and engines leaving or moving southbound 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 northbound 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 northbound signal at Caney Jct. governs moves to the Fremont Branch. Southbound absolute repeater signal 4200 feet north of Caney Jct., and southbound 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 old coaling station must clear the O. S. circuit (that portion of the track between the northbound entering signal and the southbound 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 NORTHBOUND

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

Middle signal—governs moves from the yard track through the crossover at the yard office to the main track.

West signal—governs moves from the yard tracks through the switching lead to the dwarf signal at the north end.

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

FOR MOVEMENT SOUTHBOUND

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.

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

Crews switching at Spartanburg may pass the starting signal without indication or permission from the train dispatcher but must obtain an adequate line-up covering trains entering Spartanburg Yard before moving north of the cross-over at the starting signal.

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	NORTHBOUND	SOUTHBOUND
MP 71.50 to MP 71.80	Signal 719	South Starnes
MP 71.85 to MP 74.05	Signal 741	Signal (718) G
MP 74.25 to MP 76.40	Signal 765	Signal (742) G
MP 76.50 to MP 78.85	Signal 791	Signal (764) G

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 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 any 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.

22. HOURS-OF-SERVICE LAW

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."

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. BRIDGE-TIPPLE AND TRACK RESTRICTIONS

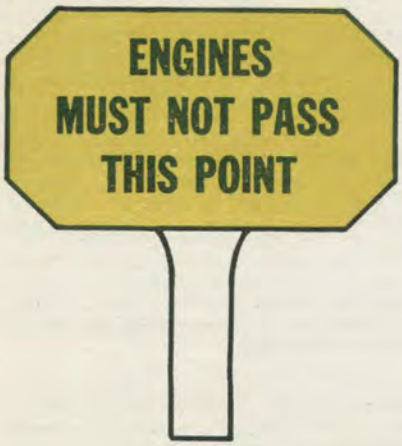
(Supplement to Operating Rules)

(a) "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 octangular shaped boards with black lettering on a yellow back ground, reading; "ENGINES MUST NOT PASS THIS POINT".

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

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

Sign	Indication
Equipment Restriction (Permanent)	



Stop Engine or Locomotive

24. CONDITIONAL STOP

(Supplements to Operating Rules)

Operating Rules referred to hereafter have been modified and/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 for "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 maintenance men are working and the track is unsafe for the moveboard 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.

Rule 115 (k) is supplemented by adding —

TRACK SIGN
(Temporary)

Indication

REDUCE SPEED

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

TRACK SIGN
(Temporary)

STOP

While order form "Y" is in effect this sign or the point where it is located 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)

(c) 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)*

northbound trains approach CONDITIONAL STOP sign location at Mile Post_____and southbound 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 holding the above order must not proceed beyond the point named in the order or the CONDITIONAL STOP sign location thereat until notified to do so as provided in the order and as required by 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.

(d) 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.

25. SPECIAL DERAILS

(a) 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.

(b) 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.

(c) A derail equipped with throw stand and target is located on the main line Nora Spur 430 feet south of M.P. N-4 to protect cars being unloaded from the main track at this point. The target indicates red when the derail is in derailing position and white when the derail is in off track position. This derail must be locked in derailing (on) position when cars are left standing on the main track and locked in off-track position at all other times. All trains must approach this point expecting to find the derail in derailing position.

26. 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) 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 on these tracks.

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

(g) 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.

(h) 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.

(i) 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.

(j) Unless otherwise instructed, pusher engines used to push trains from Boody 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.

(k) Attention is called to the fact that we have 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.

(l) 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.

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

(n) 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.

(o) 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.

(p) 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 longs and one short (_____ _____ o).

(q) Due to track conditions, do not place more than eleven (11) empty hoppers at any one time for loading at the quarry, Mile Post 43.

(r) 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 until it is inspected and approved for normal operation by the Maintenance-of-Way Department.

(s) The arrival time of trains at terminals should be shown at the time the train arrives at track on which they head in unless stopped for any reason after entering the yard before reaching this point.

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

(u) 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.

(v) 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.

(w) At non-agency stations where warerooms are maintained, wareroom 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.

(x) 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.

(y) 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. The absence of such a light at night must be regarded as a stop signal and movement must not be made beyond the signal when it is in stop position.

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

27. 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 at least fifty rods 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 yards nor more than six hundred yards from the place where the railroad crosses upon the same level any highway or crossing, and such bell shall be rung or whistle, 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 overseers of every public road crossed by a railroad shall place at each crossing a sign, marked as provided by section 65-1105, and the county court shall appropriate money to defray the expenses of said signs; and no engine driver shall be compelled to blow the whistle or ring the bell at any crossing, unless it is so designated.

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

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

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

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 inches in diameter with a bulb of not less than sixty watts power, so that such road engine can be operated with safety when backing and said 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 $25, and not more than $100, 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.

28. CONELRAD RADIO ALERT

(a) The Federal Communications Commission's order requires all railroads that employ the use of radio, to have in effect a radio alerting system whereby railroad radio transmitters will be cut off the air in case of a national emergency.

An alert will be received in the Chief Dispatcher's office in Erwin, Tennessee. All mobile units (radio units on locomotives, caboose cars, and walkie-talkie equipment) will be advised through the nearest radio base station or by telephone as follows:

"CONELRAD RADIO ALERT" - Repeat - "CONELRAD RADIO ALERT"

"No transmissions are to be made over radio equipment unless they are of extreme emergency.

"All emergency transmissions are to be kept as short as possible, and all transmitters are to be kept off the air when not being used for communications.

"No identification shall be given by announcement of regular call signals or by announcement of geographical locations."

During the time an alert is in progress, radio transmission should be made only when absolutely necessary, conversation kept to the bare minimum possible and no identification or announcement of location given.

(b) After the danger of an emergency is past, an "All Clear" will be announced as follows:

"CONELRAD Radio All Clear. Resume normal operations". (Repeat) "CONELRAD Radio All Clear. Resume normal operations."

When the "All Clear" announcement has been received, normal transmissions may be resumed.

Tracks and Private Sidings Not Shown on Time Table

Station Number	Name	Clearance Length, Ft.	End At Which Switch Connects
7	Virelco	1760	Both
8	Pound	760	South
10	Splash Dam	1370	Both
10a	River Track	900	North
10b	Rex	1747	Both
10c	Wright & Colley	500	North
11	South Haysi	517	North
17a	Rush	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
	Caney storage	4209	Both
23a	McClure No. 1	698	South
23b	McClure No. 2	1698	South
26	Nora (Junction Nora Spur)		North
30a	Honey Branch	640	South
30b	Wakenva	5629	South
42a	Lumber Siding	550	North
43	Quarry	1700	North
44	Castle Storage		
	Track No. 1	3178	Both
	Track No. 2	2825	Both
48	Burtons Ford	245	North
49	Carfax	230	South
57	Dungannon	880	South
71	Hill	207	North
80	Speers Ferry	5520	South
87	Waycross	4000	Both
103	Grief Bros.	498	South
107	Gray	285	South
107a	Adair-McCarty	574	North
127.7	Okolona	150	North
130	Unicoi	423	North
153	Huntdale	1223	South

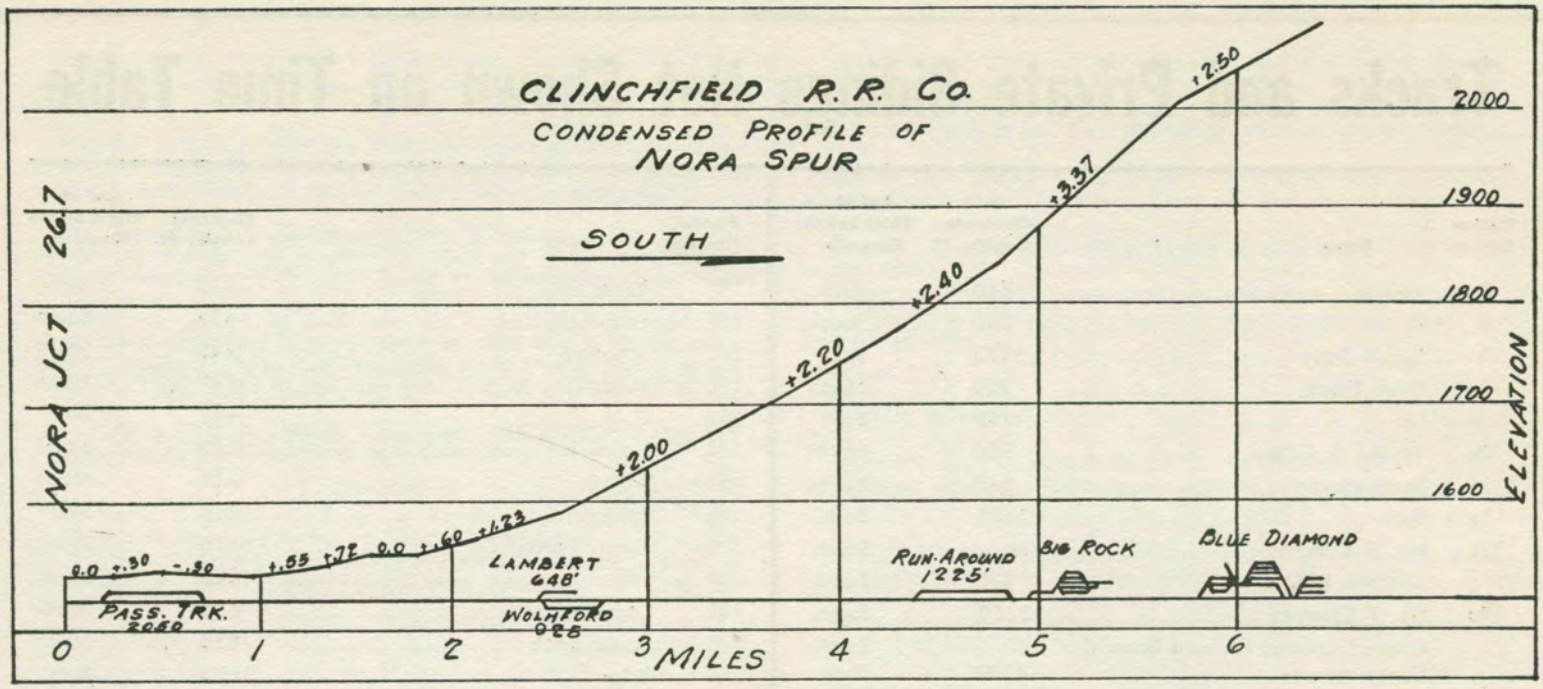
Station Number	Name	Clearance Length, Ft.	End At Which Switch Connects
156	Relief	175	South
172	Ellis	473	South
175	Boonford	945	South
180	Minpro	1197	North
182	Gold	462	Both
184	Flotation	500	North
184a	English	225	North
202	Ashford	616	South
210	Amer. Thread Co.	5486	South
227	Fero	1585	South
240	Logan	618	North
245.1	Bostic Brick	850	North
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:			
F2.5	Crabtree	820	Both
F2.6	Holly Creek	1244	Both
F5.5	Cranes Nest	6175	Both
F8.8	Mullins	1550	Both
F10.7	Lick No. 3	1094	Both
F11.2	Lick No. 1	1656	Both
F12.5	Phipps	1822	Both
F14	Moss	Yard	——
NORA SPUR:			
N0.2	Passing Track	2050	Both
N2.4	Lamberts	648	North
N2.5	Wohlford	925	North
N4.4	Runaround	1225	Both
N4.9	Big Rock	Yard	North
N6.0	Blue Diamond	Yard	——

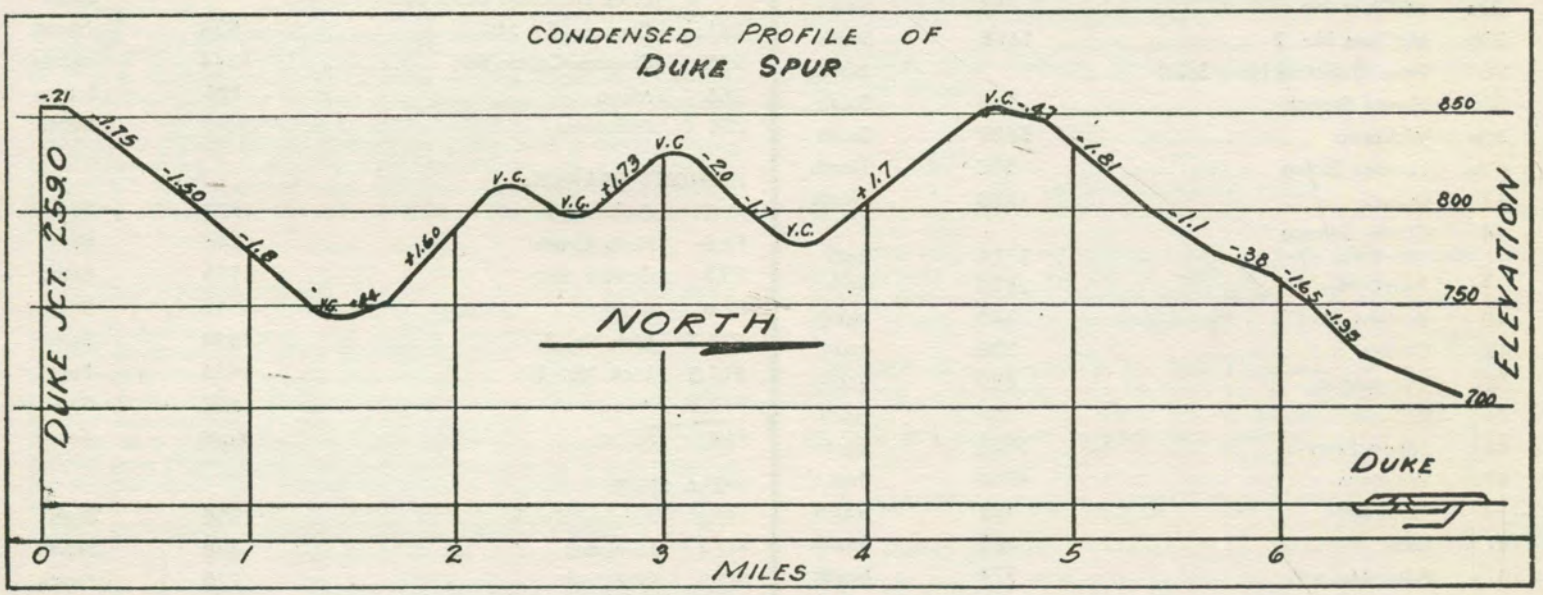
NAME AND LOCATION OF COMPANY DOCTORS

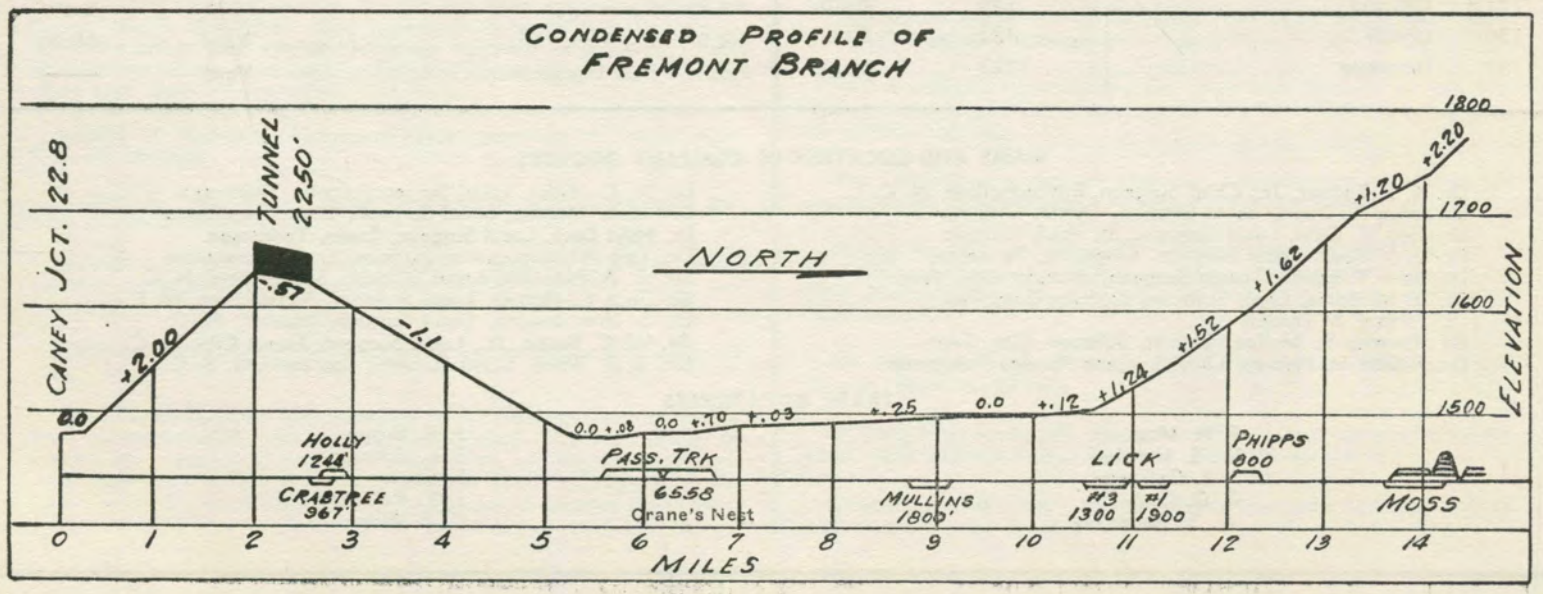
Dr. K. S. Tanner, Jr., Chief Surgeon, Rutherfordton, N. C.
Dr. Wm. A. Davis, Local Surgeon, Dante, Virginia
Dr. Geo. E. Cain, Local Surgeon, St. Paul, Virginia
Dr. J. S. Reed, Local Surgeon, Kingsport, Tennessee
Dr. John F. Lawson, Local Surgeon, Johnson City, Tenn.
Dr. J. M. Sams, Local Surgeon, Johnson City, Tenn. (Nose & Throat)
Dr. Thomas P. McKee, Oculist, Johnson City, Tenn.
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. C. A. Peterson, Local Surgeon, Spruce Pine, N. C.
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. S. O. Black, Local Surgeon, Spartanburg, S. C.

TRAIN DISPATCHERS

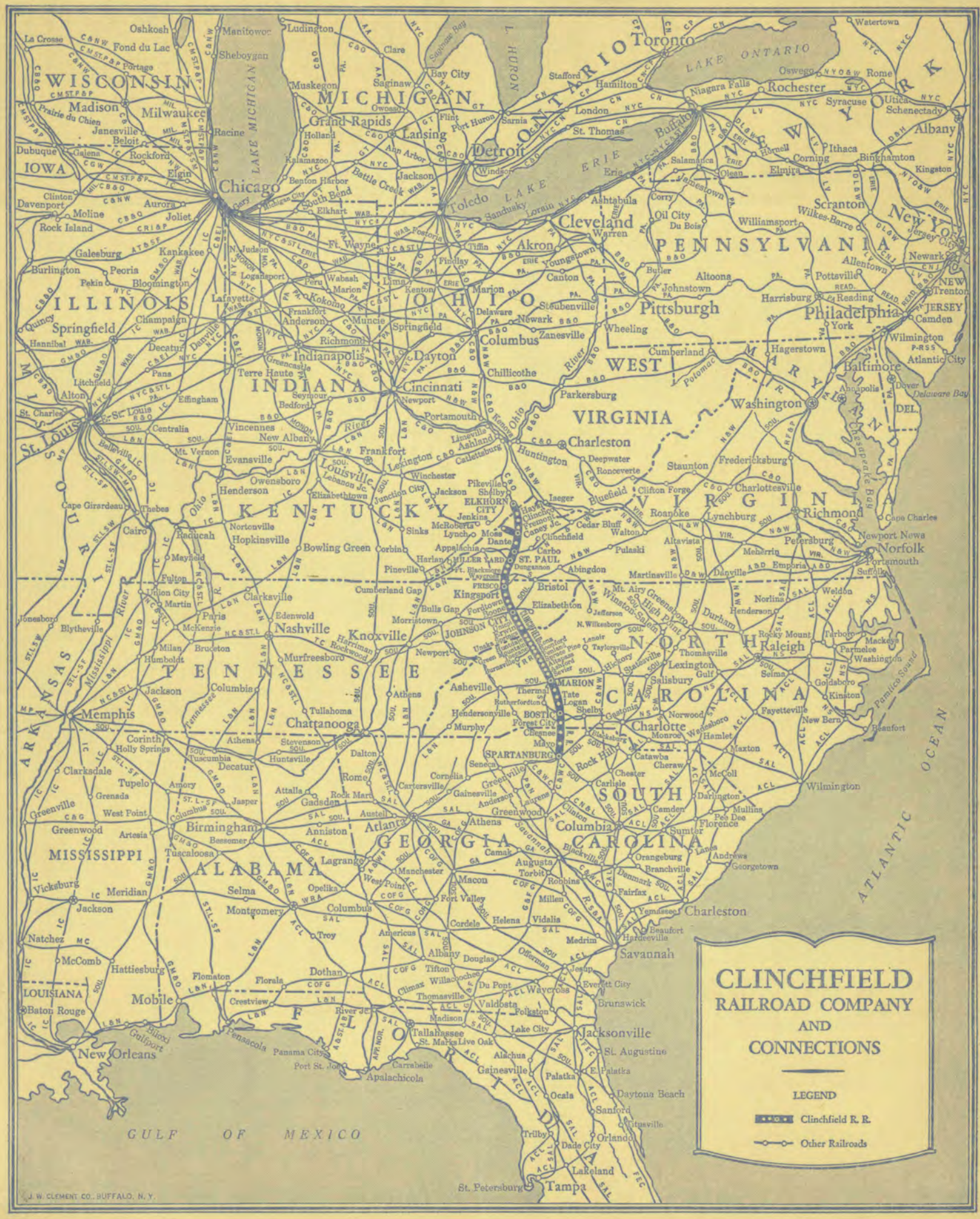
F. H. Moss
W. S. Hensley
J. E. Galloway
G. O. Cash
W. S. Rader
J. R. Brown
E. L. Johnson
S. Collis
J. R. Robinson
C. B. Elam


CLINCHFIELD R. R. CO.
CONDENSED PROFILE OF
NORA SPUR
SOUTH
NORA JCT 26.7
ELEVATION
2000
1900
1800
1700
1600
+2.50
+3.37
+2.40
+2.20
+2.00
0.0 +.30 -.30 +.55 +.72 0.0 +.60 +.23
PASS. TRK. 2060
LAMBERT 648'
WOLMFORD 925
RUN-AROUND 1225'
BIG ROCK
BLUE DIAMOND
0 1 2 3 MILES 4 5 6


CONDENSED PROFILE OF
DUKE SPUR
DUKE JCT. 2590
ELEVATION
850
800
750
700
-.21 -1.75 -1.50 -1.8 +1.60 V.C. V.C. +1.73 V.C. -2.0 -1.7 V.C. +1.7 V.C. -.47 -1.81 -1.1 -.38 -1.65 -1.93
NORTH
DUKE
0 1 2 3 MILES 4 5 6


CONDENSED PROFILE OF
FREMONT BRANCH
CANEY JCT. 22.8
ELEVATION
1800
1700
1600
1500
TUNNEL 2250'
NORTH
0.0 +2.00 -.57 -1.1 0.0 +.08 0.0 +.10 +.03 +.25 0.0 +.12 +1.24 +1.52 +1.62 +1.70 +2.20
HOLLY 1248'
CRABTREE 367'
PASS. TRK 6558
MULLINS 1800'
LICK
#3 1300
#1 1900
PHIPPS 000
MOSS
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 MILES

Crane's Nest


CLINCHFIELD
RAILROAD COMPANY
AND
CONNECTIONS
LEGEND
Clinchfield R. R.
Other Railroads
WISCONSIN
MICHIGAN
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
PENNSYLVANIA
NEW YORK
MARYLAND
DEL.
NEW JERSEY
IOWA
LOUISIANA
ARKANSAS
Chicago
Detroit
Toronto
Cleveland
Pittsburgh
Philadelphia
Baltimore
Washington
Richmond
Norfolk
Charleston
Columbia
Charlotte
Raleigh
Atlanta
Birmingham
Memphis
Nashville
Knoxville
Louisville
Cincinnati
Indianapolis
Columbus
Dayton
Toledo
Cleveland
Buffalo
Rochester
Albany
Scranton
Wilmington
Atlantic City
Jacksonville
Tampa
Miami
Savannah
Mobile
New Orleans
Lake Michigan
Lake Huron
Lake Erie
Lake Ontario
Gulf of Mexico
Atlantic Ocean
J. W. CLEMENT CO., BUFFALO, N. Y.