

# Clinchfield Railroad Company

## TIME TABLE No. 5

### Clinchfield Railroad Company

Received.....192.....  
one copy of Time Table No. 5, to take effect 12:01  
a. m., Sunday, Nov. 27th, 1927.

Name.....

Occupation.....

Return this Receipt by first train to  
the Superintendent

FIVE 12:01 A. M.

NOV. 27th, 1927

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 the train service while on duty.

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

Distance from Elkhorn City	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet	SOUTHBOUND TRAINS					Time Table No. 5 EFFECTIVE Sunday, Nov. 27th, 1927	NORTHBOUND TRAINS						
				Third Class		Second Class		First Class		First Class		Second Class				
				18 Through Freight Lv. Daily P. M.	16 Through Freight Lv. Daily P. M.	92 Time Freight Lv. Daily P. M.	94 Time Freight Lv. Daily A. M.	36 Passenger Lv. Daily P. M.		38 Passenger Lv. Daily A. M.	39 Passenger Ar. Daily P. M.	37 Passenger Ar. Daily P. M.	93 Time Freight Ar. Daily P. M.	95 Time Freight Ar. Daily A. M.		
				STATIONS												
	0								Elkhorn City..... D	2 45	9 00					
1.4	1								1.4 Elkhorn Yard.DNYOWC	F 2 28	F 8 50		2 03-36	9 15		
5.6	5	756	4404						4.2 Towers..... W	2 16-36	8 40		1 36	7 53		
11.4	11	328							5.8 Haysl..... D	S 2 01	S 8 25		1 22	7 39		
14.3	14	865	4063						2.9 Delano..... D	F 1 52	F 8 18		1 13	7 31		
17.5	17	320							3.2 Clnchco..... D	S 1 42	S 8 10		1 03	7 23		
21.5	21	986	3100						4.0 Fremont..... D	S 1 32	S 8 00		12 53	7 13		
24.5	24	923	4597						3.0 Allen..... W	F 1 24	F 7 50		12 46	7 02-38		
32.2	32	484	4003						7.7 Trammel..... W	S 1 07	S 7 32		12 28	6 38		
35.1	35								2.9 Dante..... DY	S 12 55	S 7 23		12 18-94	6 28		
36.4	36	Yard		7 20-37	1 35	12 30		12 50-39	S 3 52	S 7 36	S 7 20-18		12 15	6 25		
41.8	41	Yard		7 45	2 05	12 50		1 08	4 07		12 30		7 07	6 00		
42.5	42	1042		7 55	2 10	1 35		1 23	S 4 25		S 8 05		11 28	6 00		
44.5	44	3000	3178	8 03	2 17	1 41		1 30	4 30		S 12 28		11 18	5 35		
											12 01 PM		11 13	5 29		
52.5	52	200	4161	8 33	2 43	2 08		1 54	S 4 50		S 8 30		10 50	5 06		
57.0	57	1000		8 48	2 57	2 19		2 05	S 4 58		S 8 40		10 39	4 55		
61.6	61	480	4055	9 20	3 25	2 30		2 16	F 5 07		F 8 48		10 29	4 45		
64.4	64	491		9 29	3 34	2 36		2 23	S 5 13		S 8 56		10 16	4 30		
68.8	68	370	4508	9 44	3 47	2 46		2 33	F 5 21		F 9 05		10 06	4 20		
77.4	77	380	4580	10 10	4 13	3 09		2 54	F 5 40-37		F 9 22		9 47	4 01		
80.1	80	2246	762	10 18	4 21	3 15		3 01	S 5 47		S 9 30		9 40	3 53		
81.8	81a	216	5018	10 31	4 38	3 18		3 05	F 5 50		F 9 34-93		9 34-38	3 50		
87.1	87	434	3962	10 47	5 10-37	3 31-95		3 20	F 6 00		S 9 45-39		9 01	3 31-92		
93.9	93	Yard		11 40	6 15-36	4 30		4 00	S 6 15-16		S 10 00		8 45	2 55		
99.9	99	1637		12 05 AM	7 05	4 45		4 16	F 6 27		F 10 16		8 10	1 47		
103.5	103	842	3918	12 17	7 15	4 55		4 30-37	F 6 35		S 10 24		8 03	1 40		
107.6	107	411		12 32	7 30	5 07		4 43	F 6 42		F 10 34		7 54	1 33		
111.6	111	245	3736	12 47	7 45	5 18		4 54	F 6 50		F 10 43		7 45	1 25		
116.3	116	4187		1 15-95	8 00	5 30		5 05	6 58		10 52		7 35	1 15-18		
119.0	119	Yard		2 00	9 00	6 15		5 50	7 03		10 58		7 27	1 05		
120.3	120	Yard		2 02	9 05	6 16		5 51	S 7 15		S 11 20		7 24	12 33		
124.7	124	170	4067	2 17	9 20	6 29		6 04	F 7 23		F 11 32		7 13	12 22		
127.3	127	793		2 27	9 30	6 38		6 15	F 7 30		F 11 38		7 06	12 15		
130.7	130	1184		2 47	9 50	6 52		6 29	F 7 36		S 11 46		6 57	12 06		
131.7	131	4182		2 50	9 53	6 55-93		6 32	7 38		11 48		6 55-92	12 05 AM		
136.3	136	Yard		3 30	10 30	7 45		7 15	8 00		12 01		6 20	11 45		
				A. M.	P. M.	A. M.		P. M.	P. M.		P. M.		A. M.	P. M.		
				18 Ar. Daily	16 Ar. Daily	92 Ar. Daily		94 Ar. Daily	36 Ar. Daily		38 Ar. Daily		39 Lv. Daily	37 Lv. Daily	93 Lv. Daily	95 Lv. Daily

Southbound trains are superior to trains of the same class in the opposite direction. See Rule 71.  
No. 39 will wait 10 minutes at Speers Ferry for Southern No. 1, and 15 minutes at St. Paul for N. & W. No. 5 connection.  
No. 38 will wait 10 minutes at St. Paul for N. & W. No. 12, and 10 minutes at Speers Ferry for Southern No. 2, connection.

Schedule meeting point between trains 38 and 39 will be at north end Kingsport Yard.  
No. 37 will wait 10 minutes at Speers Ferry for Southern No. 3 connection.  
No. 36 will wait 30 minutes at Elkhorn City for C. & O. No. 36, 10 minutes at St. Paul for N. & W. No. 6 connection.  
All trains stopping at Dungannon will protect by flag regardless of whether they are standing between switches or not. Rule 99B does not apply at that point.

Distance from Elkhorn City	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet	SOUTHBOUND TRAINS					Time Table No. 5 EFFECTIVE Sunday, Nov. 27th, 1927	NORTHBOUND TRAINS				
				Third Class		Second Class		First Class		First Class		Second Class		
				26	24	94	92	38		37	95	93		
				Through Freight Lv. Daily P. M.	Through Freight Lv. Daily A. M.	Time Freight Lv. Daily P. M.	Time Freight Lv. Daily A. M.	Passenger Lv. Daily P. M.		Passenger Ar. Daily P. M.	Time Freight Ar. Daily P. M.	Time Freight Ar. Daily A. M.		
136.3	136	Yard		8 00-95	6 00	11 15	10 30	12 10	Erwin...DYOWTC	3 05	8 00-26	4 00		
139.5	139	1375		8 15	6 15	11 27	10 42	S12 17	Chestoa D	S 2 59	7 12	3 13		
144.1	144	3060		8 33	6 33	11 41	10 56	12 28	Canebottom	2 49	7 00	3 03		
148.6	148	522 3810		9 00	7 00	11 55	11 11	F12 39	Poplar W	F 2 39	6 48	2 53		
153.0	153	850 2489		9 40	7 40	12 06 AM	11 21	S12 50	Hunt Dale D	S 2 29	6 37	2 43		
160.2	160	1073 3399		9 59	7 59	12 22	11 38	S 1 06	Green Mountain D	S 2 13	6 17	2 26		
166.5	166	1259 3287		10 30	8 30	12 38	12 08 PM	S 1 21	Toecane DWC	S 1 57	6 00	2 09		
172.6	172	146 4690		11 05	9 05	12 55	12 25	F 1 41-37	Lunday	F 1 41-38	5 43	1 45		
173.5	173	1915		11 06	9 06	12 56	12 35	S 1 44	Kona D	S 1 39	5 41	1 42		
175.1	175	600		11 12	9 12	1 01	12 40	S 1 49	Boonford D	S 1 33	5 21	1 38		
178.8	178	4183		11 24	9 24	1 28-93	12 51	1 59	Caxton W	1 24	5 11	1 28-94		
179.6	179a	522		11 25	9 25	1 29	12 52	S 2 01	Penland	S 1 22	5 08	1 26		
183.1	183	1448 4615		11 37	9 37	1 41	1 15-37	S 2 10	Spruce Pine D	S 1 15-92	4 59	1 16		
187.0	187	4290		12 01 AM	10 00	2 05	1 40	S 2 22	Altapass DYW	S 1 05	4 47	1 05		
188.1	188	1446 4656		12 58-93	10 20	2 10	1 44	2 26	Ridge W	1 01	4 42	12 58-26		
196.6	196	850 4464		1 35	10 55	2 40	2 14	2 44	Rocky W	12 41	4 17	12 34		
202.7	202	335 1661		1 53	11 13	2 55	2 27	S 2 57	Ashford D	S12 26	3 35	12 18		
205.2	205	480 4670		2 20	11 40	3 15	3 04-38-95	F 3 04-92	Avery WC	F12 18	3 04-92-38	12 10 AM		
211.9	211	765 4228		2 39	12 02-37	3 30	3 29	3 19	Catawba	12 02-24	2 45	11 53		
218.5	218	6163 1225		2 57	12 25	3 43	3 46	S 3 36	Marion DO	S11 40	2 30	11 40		
220.3	220	87 4741		3 20	12 35	4 02	4 06	3 40	Mead	11 37	2 17	11 32		
227.1	227	373 4056		3 40	12 55	4 17	4 21	F 3 52	Fero W	F11 25	1 55	11 18		
232.6	232	540 4049		4 00	1 39-95	4 30	4 36	F 4 03	Thermal	F11 13	1 39-24	10 56		
240.0	240	450 4111		4 20	2 05	4 45	4 51	S 4 18	Logan	F11 00	1 22	10 41		
245.1	245	Yard		5 00	2 45	5 10	5 15	S 4 28	Bostic Yard...DOWTC	S10 51	1 10	10 30		
246.0	246				2 47	5 12	5 17	S 4 35	Bostic Union Station	S10 49	12 45	10 04		
247.7	247	282			2 53	5 16	5 21	S 4 39	Forest City D	S10 45	12 40	10 00		
250.4	250	3938			3 02	5 22	5 27	4 43	Blanton	10 40	12 34	9 55		
254.5	254	552			3 14	5 34	5 35	S 4 50	Harris	S10 32	12 24	9 47		
261.7	261	568 4113			3 35	5 49	5 50	S 5 03	Chesnee DW	S10 18	12 07 PM	9 32		
266.6	266	630			3 40	5 58	6 01	S 5 11	Mayo D	S10 07	11 56	9 23		
271.9	271a	3977			3 55	6 09	6 12	5 20	Padgett	9 57	11 43	9 12		
277.3	277	Yard			4 30	7 30	8 00	5 40	Spartanburg...DYW	9 45	11 30	9 00		
				A. M. 26 Ar. Daily	P. M. 24 Ar. Daily	A. M. 94 Ar. Daily	P. M. 92 Ar. Daily	P. M. 38 Ar. Daily	STATIONS	A. M. 37 Lv. Daily	A. M. 95 Lv. Daily	P. M. 93 Lv. Daily		

Southbound trains are superior to trains of the same class in the opposite direction. See rule 71.  
 No. 37 will wait 20 minutes at Spartanburg for Southern Railway Nos. 2, 9, 15 and 46 connections; and 10 minutes at Marion for Southern Railway No. 11 connections.  
 No. 38 will wait 10 minutes at Bostic Union Station for S. A. L. No. 22 connection.

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

# DUMPS CREEK LINE

Distance from Wilder	Station Number	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet	SOUTHBOUND TRAINS				Distance from Carbo	NORTHBOUND TRAINS								
				First Class					Time Table No. 5 EFFECTIVE Sunday, Nov. 27th, 1927	First Class							
							44 Mixed Lv. Daily A. M.			45 Mixed Ar. Daily A. M.	47 Mixed Ar. Daily P. M.						
				STATIONS													
0.7	A-8	110					7 30	Wilder 0.7	9 40	6 00			8.4				
4.7	A-7		Yard				F 7 32	Lednam 4.0	F 9 30	F 5 52			7.7				
5.9	A-4						F 7 45	Clinchfield Junction 1.2	F 9 10	F 5 35			3.7				
4.7	B-1	150					7 52	Shaft 1.2		5 28			4.9				
6.0	A-4						F 8 00	Clinchfield Junction 1.3	F 9 10	F 5 24			3.7				
8.4	A-2	1627	7088				S 8 05	Clinchfield DYOW 2.4	S 8 50	S 5 20			2.4				
	A		4250				8 30	Carbo	D 8 35	5 10							
								A. M. 44 Ar. Daily	STATIONS				A. M. 45 Lv. Daily	P. M. 47 Lv. Daily			

Southbound trains are superior to trains of the same class in the opposite direction. See rule 71.  
 No. 45 will wait at Carbo 20 minutes for N. & W. No. 12 connection.  
 No. 47 will wait at Carbo 20 minutes for N. & W. Nos. 6 and 11 connection.  
 Engine assigned to Dumps Creek Line will represent all first class schedules on Dumps Creek Line and will work on Dumps Creek Line without orders, regardless of other extra trains, observing yard rules in yard limits.

Other engines moving on Dumps Creek Line (except in yard limit) will do so only after making arrangements directly with the conductor of the assigned Dumps Creek Line engine or with the yardmaster at Clinchfield and must clear time of schedule trains according to rule. Not more than one crew, in addition to the regular assigned Dumps Creek Line crew, will be permitted to use Dumps Creek Line without orders from the dispatcher.

## SPECIAL INSTRUCTIONS

General Rules, regulating the movement of trains, are contained in the Book of Rules for the government of the Operating Department. A copy of these rules must be in the possession of each employee in train service while on duty.

### STANDARD TIME

1. Clocks showing standard time are located at Elkhorn City, Elkhorn Yard, Dante Yard, Kingsport Passenger Station, Johnson City Telephone Office, Erwin Telephone Office, Bostic Yard, and Spartanburg Yard.  
 Watch inspections will be held three times each year: January 1st to 15th, May 1st to 15th, and September 1st to 15th.  
 Employees who are required to have standard watches will report to watch inspectors between these dates and have their watches inspected.  
 Inspector will make one trip over the road between the dates mentioned to inspect watches of those who cannot conveniently report to him.

### REGISTERING

2. All trains will register at Elkhorn City, Elkhorn Yard, Dante Shop, Cargo, Erwin, Bostic Yard and Spartanburg.  
 Dispatcher will register first class trains and trains running on train order schedules at Elkhorn Yard, Bostic Yard and Spartanburg Yard.  
 Trains 36 and 38 will get a 31 order or clearance card at Elkhorn Yard.  
 All trains will get a 31 order or clearance card at Kingsport, Erwin and Bostic Yard.  
 Nos. 39 and 36 will get a 31 order or clearance card at Dante.

### BULLETIN BOARDS

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

### MAXIMUM SPEED

4. First class trains and passenger extras forty (40) miles per hour, except between Dante and Shannon Tunnel and Toecane and Berry Gap, and on Dumps Creek Line twenty-five (25) miles per hour.  
 Mixed trains, twenty-five (25) miles per hour.  
 Time Freight Trains, trains handling derrick cars only, and northbound slow freight trains hauling no coal thirty (30) miles per hour, except between Dante and Shannon Tunnel and Toecane and Berry Gap twenty (20) miles per hour.  
 When time freight trains consist partly of coal loads, maximum speed for southbound slow freight trains will govern.  
 Southbound slow freight trains twenty-five (25) miles per hour except between Dante and Shannon Tunnel, between Toecane and Berry Gap, and on Dumps Creek Line twenty (20) miles per hour.  
 Trains or engines backing or with cars ahead of engine twenty (20) miles per hour.

### STATIONS FOR WHICH NO TIME IS SHOWN

5. Nos. 36, 37, 38 and 39 will stop at Domus, Bartlick, Splashdam, Steinman, McClure, Nora, Long Branch, Wakenva, Bonnycrest, Hamlin, Burton's Ford, Carfax, Bangor, Hardwood, Hill, Rye Cove, Rotherwood, Roller, Edgewood, Pactolus, Indian Ridge, and Fishery on signal.  
 Nos. 36 and 39 will stop at Quarry on signal.  
 No. 38 will stop at Frisco on signal to pick up passengers only.

Nos. 38 and 39 will stop at Normal to let off passengers only.  
 Nos. 37 and 38 will stop at Unaka Springs, Lost Cove, Roses Branch, Bandana, Cass, Wing, Switzerland, Loop, North Cove, Sevier, Hankins, Glenwood, Tate, Enola and Lawson on signal.  
 Relief and Forbes are regular stops for Nos. 37 and 38.

### YARD LIMITS

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

- South of Elkhorn Yard protects trains in both directions north of this sign to Elkhorn City Station.
- On main track north of Clinchco protects south bound trains to Mill Creek Coal Operation track switch south of Clinchco Station.
- On Elkhorn main track north of Dante protects southbound trains to yard limit sign south of Dante Yard.
- On main track south of Dante Yard protects northbound trains to yard limit sign north of Dante on Elkhorn line and to mines.
- On main track north of Boody protects southbound trains to yard limit sign north of Nash.
- Just north of Nash protects northbound trains to yard limit sign north of Boody.
- On main track north of Frisco connection track protects southbound trains to yard limit sign south of Frisco connection track.
- On main track south of Frisco connection track protects northbound trains to yard limit sign north of Frisco connection track.
- On main track north of Kingsport protects southbound trains to yard limit sign south of Kingsport.
- On main track south of Kingsport protects northbound trains to yard limit sign north of Kingsport.

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

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

On main track north of Unicoi protects southbound trains to Unicoi Station

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

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

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

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

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

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

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

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

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

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

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

North of Clinchfield Yard protects trains in both directions between this sign and south switch at Clinchfield Yard.

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

## YARDS

### ELKHORN CITY

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

### DANTE

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

### BOODY AND ST. PAUL

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

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

Crews switching St. Paul house track must have one man protect the crossing directly behind station and crossing just east of station while work is being done.

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

### MILLER YARD

Deliver empties on track 1 or 2 and loads to house track.

### FRISCO

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

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

Deliver to Southern Railway on tracks 1 and 2.

Southern will deliver to us on track 3.

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

### KINGSPORT

11. Northbound trains set off on south yard or dye plant track. Southbound trains set off on south yard opposite tank.

In placing loaded cars of stone on stone dump track at Kingsport, air must be coupled through all cars being handled.

Not more than 5 cars stone shall be handled at one time for placing on stone tipple at Cement Plant.

Pusher engines will go to north end of yard to get on train.

### JOHNSON CITY

12. Northbound time freight trains set off on E. T. & W. N. C. transfer track or horn track Barrett, and pick up from transfer tracks and from front Veneer plant track just south of Barrett tank.

Southbound trains set off on scale track and long track at Barrett and pick up on tank track. When setting off shove up to clear on scale track and up to point opposite north switch to scale track when setting off on long track.

Leave turntable track and chemical lead track clear.

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

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

When switching over crossings in Johnson City, not protected by signals, a member of train crew must be stationed at crossing to protect it. Signals at Watauga Street do not operate for trains using front track. Signals at Tennessee Road Crossing, Barrett, do not operate for trains using tank track.

All trains will approach and pass over track between Buffalo St., Johnson City, and south switch Barrett passing track and where third rail is laid near Harris' factory under full control and be able to stop within half range of vision. Trains of the Southern Ry. and E. T. & W. N. C. Ry. use our main track in this territory without protection.

### ERWIN

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

Maximum time allowance for passenger engineers at Erwin will be, in reporting, fifteen (15) minutes before leaving time, and in being relieved, ten (10) minutes after arrival of train.

Southbound coal trains will stop on Erwin Yard tracks with engine 15 car lengths north of south switches.

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

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

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

### MARION

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

### BOSTIC YARD

15. Seaboard Air Line Railway engines have the same rights and privileges on Bostic Yard as Clinchfield engines.

Southbound trains moving into Bostic Yard against northbound trains will go to the north yard switch to head in, instead of taking siding on track known as passing track.

### SPARTANBURG

16. Tracks between Lawson's Fork bridge and Spartanburg station will be used by Southern Railway yard engines. All trains will be handled between these points under control of the engineman and be prepared to stop within half range of vision.

A derailer is located on cross-over from south end of interchange yard to Southern main line at Spartanburg and is located to clear Southern main track.

Loads handled into Spartanburg must be switched as follows:

All loads for delivery to C. & W. C. to be together.

All loads for delivery to P. & N. to be together.

All loads for delivery to Southern to be together.

### HANDLING OF TRAINS, AIR AND RETAINERS

17. All freight trains must have not less than eighty-five (85) per cent. of all cars in train equipped with air and in working order.

Air brakes must be tested on all trains before leaving terminals. Air hose must be coupled and brakes working on all cars handled to mines and retainers turned up and brakes tested on cars handled from mines at Dante and Dumps Creek.

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

18. All retainers must be turned up on all southbound tonnage freight trains Trammel to Dante Yard, and on all northbound tonnage freight trains Towers to Elkhorn Yard.

All retainers, except 10 on rear, must be turned up on all southbound tonnage freight trains Ridge to Avery, and half as many retainers as there are cars in train from Avery to Bostic Yard.

Half as many retainers as there are cars in train must be turned up on all southbound tonnage trains Dante to Boody, and Unicoi to Erwin.

Do not turn up retainer on tank cars.

19. In turning up retainers be sure to turn them all the way up regardless of the type of retainer.

20. Time freight trains north will make running test of air-brakes at Towers.

Time freight trains south will make running air-brake test at south end Sandy Ridge tunnel.

Time freight trains south will stop at Altapass and test air and with 40 cars or more turn up half as many retainers as there are cars in train at Altapass or Ridge. Retainers must not be turned up on empty cars.

Southbound time freight and tonnage trains will stop at Rocky and at Avery and make careful inspection of train for overheated wheels and fallen brake beams and will turn down retainer on any car on which wheels are too hot.

21. All tonnage freight trains north must come to a stop at Towers and all tonnage freight trains south must come to a stop at Trammel, Soldier, Unicoi and Altapass and test brakes by applying and releasing air from leading engine in train and will not proceed without signal from member of crew who will be stationed at rear car to see that brakes are working properly.

21-a. Conductors of southbound tonnage trains will see that careful inspection is made of their train at Wood, Boulder, Fordtown, Poplar, Ridge, Rocky and Avery, except that trains from Dante or Boody need not stop at Boulder or Fordtown to make this inspection. Trains from Miller Yard or trains filling out at that point must make inspection at Boulder. If not necessary to take water at Boulder, trains may make inspection at Kermit instead of Boulder.

21-b. When weather conditions make it impossible for time freight crews to see over their entire train at least once in each twenty-miles run, head brakeman will drop off, let train pull by him to make inspection for overheated journals, etc., and walk back to engine.

22. Air must be coupled through pusher engines northbound Bostic Yard to Ridge, and southbound Elkhorn Yard to Trammel, Kingsport to Soldier, Johnson City to Unicoi, Erwin to Altapass, and Catawba to Marion. Also at all other points where the number of cars behind pusher engines make it necessary in order to have eighty-five (85) per cent. of the number of cars in the train equipped with air and in working order, controlled by the leading engine.

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

In no case shall the train be started after the air has been coupled through pusher engine until brakes have been applied and released from leading engine in train.

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

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

Engines which can be used on coal tipples are 99 to 103, 150 to 152, 300 to 314, 498-499, 500, except that any of our engines can be used on tipples at Avery and Bostic Yard.

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

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

## BLOCK AND BLOCK SIGNALS

25. Absolute block for southbound trains applies between Dante and St. Paul Tower. In case of wire trouble, operator or yard master at Dante may issue permissive block card and trains receiving such card will be governed by Rule 707, Book of Rules.

26. Southbound freight trains following passenger train from Barrett will not leave Barrett until such passenger train has left Johnson City Station.

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

28. Following instructions will govern the operation of block signals at Sandy Ridge Tunnel, Clinch Mountain Tunnel and between Altapass and Byrd Tunnel:

Arm horizontal—indicated at night by red light. Stop before entering block.

Arm vertical—indicated at night by white light. Proceed.

Normal position of signals at Sandy Ridge and Clinch Mountain Tunnel—At danger.

Normal position of signals between Altapass and south end of Byrd Tunnel—At clear.

Telephones have been installed at automatic signals at Trammel Tank, at south end of Sandy Ridge Tunnel, at Speers Ferry, at Kermit, at south end of Byrd Tunnel; on lower and upper grade at Switzerland, south and north ends of Ridge passing siding and Altapass.

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

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

Conductors and enginemen must report to Train Dispatcher from first telephone office any signal not working properly. Signal should change from PROCEED to STOP when train enters block and its failure to do so should be reported, giving number of signal.

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

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

## GENERAL

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

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

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

32. Mill Creek operation track, just south of Clincho station, will be considered passing track for trains holding meet orders at Clincho.

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

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

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

35. Wooden flat cars must be hauled not more than 10 cars from rear of trains.

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

37. Under no circumstances shall cars, either loads or empties, be left standing on incline to coaling stations.

38. Except to prevent accident, engine whistle must not be sounded within the corporate limits of Erwin, Johnson City or Kingsport. Crossing signals are to prevent accident.

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

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

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

41. Two derailleurs are located on Mill Creek operation track at Clincho, one at clearance point and one two thousand (2000) feet from clearance point.

Two derailleurs are located on track serving B. & C. Lime Co., at Ashford; one at clearance point and one beyond nursery warehouse.

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

43. Between 7:00 p. m. and 7:00 a. m., all slow freight trains and pushers north will stop at Fero, Avery, Altapass, Toecane, Barrett, Kingsport, and Wood, and all slow freight trains south will stop at Trammel, Wood, Kingsport, Barrett, Poplar and Toecane, and call train dispatcher. Time freight trains will call up dispatcher at points where they stop for coal or water and at such other points as instructed by dispatcher. If unable to get dispatcher on telephone, train will proceed if orders held will permit.

44. Time freight trains will take coal at Avery. Time freight trains north will not take coal at Toecane except in emergency.

Coal trains will not take coal southbound at Avery or northbound at Toecane except in case of emergency.

45. At terminals freight conductors will register their cab numbers.

46. Conductors will examine carefully for defects all cars to be picked up at Kona and wire report to Train Master of any cars found to be in defective condition, giving car number and nature of defects.

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

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

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

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

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

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

Conductors will show time of arrival on all switch lists.

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

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

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

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

Weak wooden underframe cars built prior to 1906 must be handled by locals or other short trains.

#### INTERLOCKING

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

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

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

All indications given by three lights.

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

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

One light displayed under any group of three lights indicates block ahead occupied by another train.

SOUTHBOUND movements governed by one disc of lights.

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

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

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

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

#### LAWS AND ORDINANCES

58. The laws of all the states through which our line passes require that whistle be sounded for all grade crossings; that either the bell or whistle be sounded at intervals until the crossing has been passed and that either the engineer or fireman be on the lookout ahead at all times.

Tennessee laws require whistle be sounded at a point one mile from corporate limits of all incorporated towns.

Engineers will be held responsible to see that these laws are complied with and be able to so state, in case of accident at a crossing.

The bell must be rung continuously while passing through incorporated towns and whistle must be sounded for each street crossing in such towns, except at Spartanburg, where the use of whistle is prohibited by ordinance.

Enginemen must be careful to adhere to speed restrictions given in ordinances of incorporated towns.

#### CITY ORDINANCE OF THE CITY OF JOHNSON CITY

59. It shall be unlawful for any Engineer, Conductor, Agent or other person to cause or permit any locomotive engine, car or train of cars to stand upon any street crossing within the city for a longer

time than four minutes at one time, which crossing shall not again be obstructed until all travelers awaiting upon the highway over said crossing shall have passed.

Any person violating any of the provisions of this chapter shall be subject to a fine of not less than \$5.00 and not more than \$50.00 for each offense, unless otherwise provided.

No railroad, person, or other company shall move or cause to be moved, on its tracks, any steam or other engine, car, or train of cars, at a greater rate of speed than twelve miles per hour in the corporate limits of Johnson City.

The head end of all trains will pass over Maple Street crossing not to exceed four miles per hour.

#### CITY ORDINANCE OF THE CITY OF SPARTANBURG

60. SEC. 4. That from and after this date it will be unlawful for any person or corporation to unload from a car or cars horses, mules, cattle, hogs or other live stock for the purposes of resting, watering or feeding, within the corporate limits of the city; and any violation of this ordinance will be punished by fines, not exceeding one hundred dollars, or by imprisonment, not exceeding thirty days. January 8, 1907.

SEC. 6. That on and after the first day of December, 1897, it shall be unlawful for any engineer, fireman, conductor or other officer in charge of any locomotive engine to blow the whistle of the same within the corporate limits of the City of Spartanburg. That any person violating this ordinance shall be guilty of a misdemeanor and upon conviction of the same shall pay a fine of \$20.00, or be required to work at hard labor upon the public works of the City of Spartanburg for thirty days.

SEC. 14. (a) That on and after the first day of December, 1907, it shall not be lawful for any corporation or officer, agent or employee thereof, to switch to make freight trains across Magnolia or Main streets.

(b) That on and after this date, it shall not be lawful for any railroad engine to be run at a greater rate of speed than ten (10) miles an hour at any point within the city limits.

(c) That no engine, or car, or train of cars, shall obstruct any of the streets of the city by remaining thereon for a longer period than five minutes.

(f) That all violation of this ordinance shall be punishable by fine not exceeding one hundred dollars, or by imprisonment not exceeding thirty days.

#### FIRST AID TO INJURED

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

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

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

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

E. If injured is badly hurt or weak, keep him lying flat while treating and transporting him.

F. Don't move injured person until bleeding is controlled or fracture is set, if possible.

G. Keep injured person warm, especially while transporting him.

H. WOUNDS: If "First Aid Dressings" are at hand, use one of suitable size and follow instructions contained on package. Iodine may be used in and around the wound if it is available. Otherwise put pad of clean gauze or linen over wound and clean bandage over this. Don't wash or touch the wound with the hands, or put anything in it. Don't touch the part of the clean pad that is to be put next to the wound.

I. BLEEDING: If from a limb (1) elevate as high as possible, (2) place clean pad over wound and if bleeding freely make firm pressure on pad with the hand until dangerous bleeding is controlled; then (3) cover with cotton and bandage firmly, but not too tight; (4) if necessary to use tourniquet, put it on above knee or elbow, and draw it tight enough to stop all bleeding. Loosen tourniquet every ten (10) minutes, and remove it as soon as there is no dangerous bleeding when it is loosened.

J. FRACTURES: If you suspect a broken bone, straighten the limb by pulling firmly on the end of the limb, and do not relax your hold until splints are put on. For splints you may use piece of board, shingle, wire netting, telegraph wires, tin gutter, twigs, etc. Place pad of cotton or other soft material between splint and limb. Don't bandage over the point of fracture, but either side of it. Do not use much force in efforts to straighten limb, and if unsuccessful, place it on pillow in most comfortable position. In case of broken ribs, relief will be afforded by broad adhesive plaster strips, tightly applied over injured side.

K. When there is much weakness from an injury, one teaspoonful of aromatic spirits of ammonia may be given with water, at intervals.

L. In severe shock, or when an internal injury is suspected, NO medicine, water or food is to be given.

M. Take hold of the injured gently but firmly, and without fear. Lay the injured one down on cushions, blankets, clothing or straw where he will have perfect ventilation and not in a draft or strong current of air. Loosen the clothes about the neck and body, to permit easy breathing. Do not permit strangers to approach and talk to or ask injured one questions. Place him, if possible, in charge of one or two friends.

N. In moving an injured person, place a board, door, shutter or mattress with one end at the patient's head, and lift or slide him gently on it. If patient can sit up he may be carried in a chair or upon the locked hands of two persons, around whose necks he throws his arms to steady himself.

O. When forwarding a patient who has been seen by a surgeon, obtain from the surgeon a written statement as to his opinion of the nature and extent of the injuries, and attach this statement, together with the name of the injured one (if it can be obtained), securely to his clothing.

P. When the injured person is able to be moved, take or send him to the nearest surgeon of the Company in the direction in which the first train is moving. It can then be decided whether the patient will be treated there or taken to some other point.

Q. When injured is not able to be moved, place him in charge of station agent, section master, or some official of the road, and summon the surgeon of the Company most easily obtained.

R. In a GENERAL EMERGENCY, summon the surgeons of the Company in both directions and wire the Superintendent if more surgeons are needed.

#### 62. WATCH INSPECTORS

EWALD & Co., Erwin, Tenn., General Inspectors.

I. N. BECKNER, Johnson City, Tenn. 12

DUNN & SON, Kingsport, Tenn.

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

DR. M. H. BIGGS, Chief Surgeon, Rutherfordton, N. C.  
 DR. J. T. DESKINS, Local Surgeon, Elkhorn City, Ky.  
 DR. J. C. MOORE, Local Surgeon, Fremont, Va.  
 DR. R. L. PHIPPS, Local Surgeon, Clintwood, Va.  
 DR. L. C. MCNEER, Local Surgeon, Dante, Va.  
 DR. THOS. MCNEER, Local Surgeon, Dante, Va.  
 DR. N. W. STALLARD, Local Surgeon, Dungannon, Va.  
 DR. C. R. FUGATE, Local Surgeon, Clinchport, Va.  
 DR. W. H. REED, Local Surgeon, Kingsport, Tenn.  
 DR. W. A. JONES, Veterinary Surgeon, Johnson City, Tenn.

DR. E. T. WEST, Local Surgeon, Johnson City, Tenn.  
 DR. J. G. MOSS, Local Surgeon, Johnson City, Tenn.  
 DR. R. E. STACK, Local Surgeon, Erwin, Tenn.  
 DR. I. W. BRADSHAW, Local Surgeon, Relief, N. C.  
 DR. J. M. PETERSON, Local Surgeon, Spruce Pine, N. C.  
 DR. J. F. JONAS, Local Surgeon, Marion, N. C.  
 DR. W. C. BOSTIC, Local Surgeon, Forest City, N. C.  
 DR. W. C. BOSTIC, Jr., Asst. Local Surgeon, Forest City, N. C.  
 DR. HENRY NORRIS, Local Surgeon, Rutherfordton, N. C.  
 DR. W. W. BOYD, Local Surgeon, Spartanburg, S. C.  
 DR. T. C. HENSLEY, Oculist, Erwin, Tenn.

DR. G. E. CAMPBELL, Oculist, Johnson City, Tenn.

**TRAIN DISPATCHERS**

J. O. BECK  
 IRA LEMMON  
 B. A. CALFEE  
 D. H. HENDRIX  
 E. L. GABY  
 H. D. CHEEK  
 F. H. MOSS  
 W. O. SCHISM

**SIDINGS AT WHICH NO TIME IS SHOWN**

Station Number	NAME	Clearance Length, Ft.	End at Which Switch is Connected	Station Number	NAME	Clearance Length, Ft.	End at Which Switch is Connected	Station Number	NAME	Clearance Length, Ft.	End at Which Switch is Connected
4	Domus.....	486	North	67	Greer.....	413	South	180	Kaolin.....	255	South
6	Scaggs.....	180	South	71	Hill.....	232	North	180a	New Kaolin.....	598	North
7a	Virelco.....	458	North	74	Rye Cove.....	126	North	180b	Minpro No. 1.....	1197	North
8	Bartlick.....	235	North	81	Pennsand.....	786	South	180c	Minpro No. 2.....	285	North
10	Splash Dam.....	937	North	88	Frisco.....	2721	South	181	Sparks.....	159	North
10a	Yarmot.....	529	South	92	Roller.....	164	South	181a	Hawkins.....	136	North
10b	Rex.....	2073	Both	92a	Fain.....	175	South	182	Sullins.....	100	South
11	Russell Fork No. 1.....	645	North	95	Eastman.....	360	North	182a	Standard.....	149	South
11b	South Haysi.....	240	North	95a	Borden Mills.....	1913	South	182b	Whitehall.....	80	South
15	Steinman.....	1229	North	96	Utilities.....	585	South	183a	Bob.....	80	North
22	Hooker.....	665	South	97	Pactolus.....	133	South	183b	Harris Clay Co.....	750	North
23	McClure.....	535	South	102	Harmco.....	153	South	183c	Walter Wright Lumber Co.....	391	North
26	McCorkle.....	1895	North	114	Indian Ridge.....	500	South	183d	Wiseman.....	470	South
30	Wakenva.....	3000	South	123	Taylor's.....	193	South	184	Namo.....	360	North
32a	Virginia Banner.....	1500	South	132	Dry Creek.....	233	North	184a	English.....	225	North
34	McCall.....	175	South	133	Fishery.....	133	Both	185	Fuller.....	915	North
36a	Phillips.....	4850	Both	133	Fordway.....	306	North	190	Switzerland.....	439	North
39	Hanging Rock.....	156	South	138a	Granville.....	269	North	193	Swofford.....	760	South
41a	Boody (Yard, 3 tracks).....	5135	Both	142	Mack.....	100	North	199	Loop.....	921	South
43	Nash.....	978	Both	143	Lost Cove.....	568	North	203	Scout.....	203	North
43a	Crusher (Yard, 3 Tracks).....	3456	Both	155	Pigeon Roost.....	561	South	207	North Cove.....	308	North
43b	Quarry.....	3057	North	156	Relief.....	815	South	208	Bateman.....	202	South
46	Burtons Ford.....	195	North	163	Tway.....	150	South	209	Sevier.....	1575	South
46a	Russell Fork, No. 2.....	100	South	164	Forbes.....	439	North	215	Hankins.....	600	North
47	Tecco.....	80	South	164a	Clarks.....	321	North	235	Tate.....	263	South
48	Shannon.....	1500	North	165	Roberts.....	160	South	239	Price.....	165	North
49	Carfax.....	180	South	171	Bandana.....	228	North	242	Jobe.....	1035	South
54	J. S. T. Coal Co.....	2760	South	172a	Ellis.....	355	South	245a	Mort (Bostic Connection Track).....	234	North
55	Outen.....	1039	North	176	Cass.....	327	North	246a	Sand.....	210	South
64a	Stoney.....	1000	South	177	Wing.....	458	South	271	Enola.....	131	South
65	Callahan.....	491	South	179	Dibbell.....	549	North				

**C. D. MOSS,**  
 Train Master  
**W. T. WOHLFORD,**  
 Assistant Train Master  
**L. H. PHETTEPLACE,**  
 General Manager

**J. F. MEREDITH,**  
 Road Foreman of Engines  
**G. R. COOK,**  
 Assistant Road Foreman of Engines  
**J. M. FERGUSON,**  
 Superintendent Transportation

**W. J. HELM,**  
 Chief Train Dispatcher  
**J. E. COWARD,**  
 Assistant Chief Train Dispatcher  
**L. L. McINTYRE,**  
 Superintendent