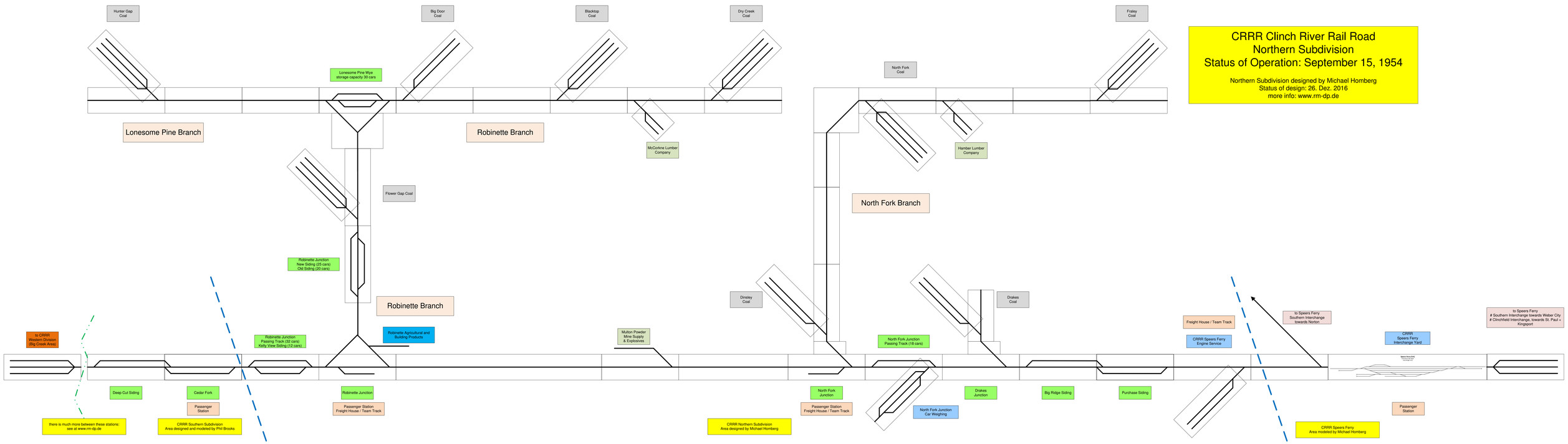
CRRR Clinch River Rail Road
Northern Subdivision
Status of Operation: September 15, 1954
Northern Subdivision designed by Michael Homberg
Status of design: 26. Dez. 2016
more info: www.rm-dp.de
Hunter Gap Coal
Big Door Coal
Blacktop Coal
Dry Creek Coal
Fraley Coal
Lonesome Pine Wye
storage capacity 30 cars
Lonesome Pine Branch
Robinette Branch
McCorkne Lumber Company
North Fork Coal
Hamber Lumber Company
North Fork Branch
Flower Gap Coal
Robinette Junction
New Siding (25 cars)
Old Siding (20 cars)
Robinette Branch
Dinsley Coal
Drakes Coal
to CRRR
Western Division
(Big Creek Area)
Robinette Junction
Passing Track (32 cars)
Kelly View Siding (12 cars)
Robinette Agricultural and
Building Products
Multon Powder
Mine Supply
& Explosives
North Fork Junction
Passing Track (18 cars)
Freight House / Team Track
CRRR Speers Ferry
Engine Service
to Speers Ferry
Southern Interchange
towards Norton
CRRR
Speers Ferry
Interchange Yard
to Speers Ferry
Southern Interchange towards Weber City
Clinchfield Interchange, towards St. Paul + Kingsport
Deep Cut Siding
Cedar Fork
Passenger
Station
Robinette Junction
Passenger Station
Freight House / Team Track
North Fork
Junction
Passenger Station
Freight House / Team Track
North Fork Junction
Car Weighing
Drakes
Junction
Big Ridge Siding
Purchase Siding
Passenger
Station
there is much more between these stations:
see at www.rm-dp.de
CRRR Southern Subdivision
Area designed and modeled by Phil Brooks
CRRR Northern Subdivision
Area designed by Michael Homberg
CRRR Speers Ferry
Area modeled by Michael Homberg