3/

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

CHESAPEAKE AND OHIO RAILROAD

WESTERN GENERAL DIVISION

HINTON DIVISION

Time Table No. 107

TO TAKE EFFECT AT 6.00 A. M. (EASTERN TIME),

Sunday, November 17, 1918.

BOOK OF RULES DATED JANUARY 1, 1899, GOVERNS THE RIGHTS OF TRAINS

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

Read the Instructions

For information of employes only—not intended for the information of the public, and not an advertisement of the time of trains. The right is reserved to vary time of trains without notice.

Trains run on Eastern (75th Meridian) Standard Time.

J. P. STEVENS,	W. L. BOOTH,	C. C. WALKER	A. T. LOWMASTER,	J. B. PARRISH,	E. L. BOCK,	F. S. ROCKWELL,
General Manager.	Sup't Transportation	Asst. Sup't Transp'n.	Asst. Sup't Transp'n.	General Supt.	Asst. Gen'l Sup't	Superintendent.

MITCHELL & HOTCHKISS PRINT, RICHMOND, VA.

HINTON DIVISION

NEW RIVER DISTRICT

WESTWARD — EASTWARD

TIME TABLE NO. 107.

In Effect Sunday November 17, 1918

Distance from Hinton	Calls	Hours Open	SECOND CLASS. 157 Lv. Daily. Ex.Sunday	SECOND CLASS. 13 Lv. Daily.	SECOND CLASS. 1 Lv. Daily.	SECOND CLASS. 155 Lv. Daily.	SECOND CLASS. 35 Lv. Daily. Ex. Sunday.	FIRST CLASS. 3 Lv. Daily.	FIRST CLASS. 43 Lv. Daily.	FIRST CLASS. 5 Lv. Daily.	STATIONS.	FIRST CLASS. 4 Ar. Daily.	FIRST CLASS. 42 Ar. Daily.	FIRST CLASS. 2 Ar. Daily.	SECOND CLASS. 6 Ar. Daily.	SECOND CLASS. 156 Ar. Daily.	SECOND CLASS. 14 Ar. Daily.	SECOND CLASS. 158 Ar.Daily Ex. Sun.	SECOND CLASS. 18 Ar. Daily. Ex. Sunday	Side Track—Capacity in Feet.	Distance from Handley.
.0	HX	Continuous	----------	12 30 pm	11 40 pm	----------	5 45 am	8 45 am	8 30 am	12 01 am	T HINTON	5 50 am	10 00 pm	10 15 pm	12 45 pm	----------	2 25 pm	----------	8 50 pm	Yard.	72.6
.9	CW	Continuous	----------	----------	----------	----------	----------	----------	----------	----------	0.9 C. W. Cabin	----------	----------	----------	----------	----------	----------	----------	----------		71.7
5.0	RK	Continuous	----------	f 12 39	11 50	----------	f 5 54	8 55	8 40	12 10	4.1 Brooks	5 40	9 50	10 05	12 23	----------	f 2 10	----------	f 8 35	C 2821 o 151	67.6
12.3	MD	Continuous	----------	s 12 55	12 05	----------	s 6 10	9 05	8 50	12 20	T 7.3 Meadow Creek	5 29	9 39	9 54	12 10	----------	s 1 50	----------	s 8 15	c 3200 o 3025	60.3
21.7	QN	Continuous	2 00 pm	s 1 25	s 12 40	6 55 am	s 6 35	9 18	9 03	12 33	9.4 T Quinnimont	5 13	9 23	9 38	s 11 50	12 30 pm	s 1 30	6 45 pm	s 7 55	c 3913 Yard	50.9
22.9	NI	Continuous	2 08 pm	s 1 31	12 47	s7 00 am	s 6 41	9 20	9 05	12 35	1.2 Prince (W. End D. T.)	5 10	9 20	9 35	11 37	s 12 25 pm	s 1 15	6 40 pm	s 7 40	o 389	49.7
23.8	XN	Continuous	----------	1 34	12 50	----------	6 44	9 23	9 08	12 38	0.9 X. N. Cabin (E. End D. T.)	5 07	9 17	9 32	11 32	----------	1 08	----------	7 33	----------	48.8
28.3	------	----------	Ar. Daily.	f 1 45	1 03	----------	f 6 56	9 31	9 16	12 46	4.5 Thayer	4 59	9 09	9 24	11 17	Lv. Daily.	f 12 55	----------	f 7 20	o 8227	44.3
32.5	CS	Continuous	Ex.Sunday	2 00	1 15	----------	7 10	9 37	9 22	12 52	4.2 C. S. Cabin	4 53	9 03	9 18	11 05	----------	12 40	----------	7 05	c 2425	40.1
33.8	DU	Continuous		s 2 15	s 1 40	----------	s 7 30	s 9 45	s 9 30 am	s 1 00	1.3 T Thurmond	s 4 50	s 9 00	s 9 15	s 11 00	----------	s 12 35	----------	s 7 00	Yard.	38.8
40.4	ED	Continuous		s 2 39	1 57	----------	s 7 54	10 00	9 45	1 15	6.6 T Sewell	4 33	8 42	8 57	10 25	----------	s 12 05	----------	s 6 30	Yard.	32.2
47.2	FA	7.25 a.m to 4.25 p.m.		s 3 00	s 2 15	----------	s 8 15	s 10 11	9 56	1 26	7.1 Fayette	4 20	8 28	s 8 43	s 10 03	----------	s 11 40	----------	s 6 05	e 4800 o 520 w 2584 o 1640	25.1
51.9	MA	Continuous		3 14	2 28	----------	8 29	10 20	10 05	1 35	4.4 Mac Dougal	4 10	8 17	8 32	9 50		s 11 22	----------	s 5 47	----------	20.7
54.3	CH	Continuous	33	t 3 19	2 34	----------	f 8 34	10 24	10 09	1 39	2.4 T Cotton Hill (W. End D. T.)	4 06	8 13	8 28	9 45	34	f 11 15	----------	f 5 40	o 805	18.3
58.2	GU	Continuous	Lv.Daily.	s 3 27	2 43	----------	s 8 42	10 33	10 18	1 48	3.9 Gauley (E. End D. T.)	3 58	8 04	8 19	9 36	Ar. Daily.	s 11 07	----------	s 5 32	c 3110 o 969	14.4
61.0	------	----------	----------	s 3 37	2 51	----------	s 8 52	10 38	10 23	1 58	2.8 Kanawha Falls	3 53	7 58	8 13	9 28	----------	s 10 58	----------	s 5 23	o 1200	11.6
64.4	VN	Continuous	5 45 pm	s 3 47	3 01	----------	s 9 02	10 44	10 29	1 53	3.4 Deep Water	3 47	7 52	8 07	9 20	11 05 am	s 10 50	----------	s 5 15	Yard o 282	8.2
70.4	CN	8.30 a.m. to 5.30 p.m.	s6 05	s 4 05	s 3 20	----------	s 9 20	s 10 57	s 10 42	s 2 12	6.0 Montgomery	s 3 35	s 7 40	s 7 55	s 9 05	s 10 47	s 10 30	----------	s 4 55	Yard	2.2
72.6	RO	Continuous	6 15 pm	4 20 pm	3 30 pm	----------	9 35 am	11 05 am	10 50 am	2 20 am	T HANDLEY	3 30 am	7 35 pm	7 50 pm	8 55 am	10 40 am	10 20 am	----------	4 45 pm	Yard	.0
			Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.		Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv.Daily Ex. Sun.	Lv. Daily. Ex. Sunday.		

HINTON DIVISION

PINEY CREEK BRANCH

WESTWARD — EASTWARD

Calls	Hours Open	Distance from Quinnimont	SECOND CLASS. Virginian 261 Lv. Daily.	SECOND CLASS. Virginian 257 Lv. Daily.	SECOND CLASS. 157 Lv. Daily. Ex. Sun.	SECOND CLASS. 155 Lv. Daily.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. 156 Ar. Daily.	SECOND CLASS. 158 Ar. Daily. Ex. Sun.	SECOND CLASS. Virginian 260 Ar. Daily.	SECOND CLASS. Virginian 264 Ar. Daily.	Side Track—Capacity in Feet.
QN	Continuous	0.0	----------	----------	2 00pm	6 55 am	T QUINNIMONT	12 30 pm	6 45 pm	----------	----------	Yard
		1.2										
NI	Continuous	1.2	----------	----------	s 2 08	s 7 00	Prince	s 12 25	s 6 40	----------	----------	o 389
		1.4										
------	----------	2.6	----------	----------	f 2 13	f 7 05	Terry Junction	f 12 18	f 6 33	----------	----------	------
		2.0										
------	----------	4.6	----------	----------	f 2 22	f 7 14	Wright	f 12 08	f 6 23	----------	----------	o 2334
		1.9										
------	----------	6.5	----------	----------	f 2 31	f 7 23	Stonewall	f 11 58	f 6 13	----------	----------	o 1903
		1.2										
DO	8.00 a.m. 5.00 p.m	7.7	----------	----------	f 2 40	f 7 32	Dorsey	f 11 50	f 6 05	----------	----------	p 1158
		1.6										
------	----------	9.3	----------	----------	f 2 47	f 7 39	T White Stick	f 11 40	f 5 55	----------	----------	o 1361
		2.2										
------	----------	11.4	----------	----------	3 00	7 52	Rodes	11 30	5 45	----------	----------	p 1959
		3.4										
RA	Continuous	14.8	6 10 pm	9 05 am	s 3 15	s 8 05	T Raleigh	s 11 10	s 5 25	10 03 am	6 53 pm	Yard
		0.5										
------	----------	15.3	f 6 13	f 9 08	s 3 19	s 8 09	West Raleigh	f 11 00	s 5 10	f 9 58	f 6 48	Yard
		2.0										
BJ	Continuous	17.3	6 23 pm	9 18 am	3 30	s 8 20	Beckley Junction	s 10 50	s 5 00	9 50 am	6 40 pm	Yard
					4 46	s 8 41						
		0.3										
------	----------	17.6	----------	----------	4 50pm	s 8 46	Mabscott	s 10 46	4 55 pm	----------	----------	Yard
		2.9										
------	----------	20.5	----------	----------	----------	f 8 56	Burks	f 10 34	----------	----------	----------	o 400
		1.7										
------	----------	22.2	----------	----------	----------	f 9 04	Admiralty	f 10 27	----------	----------	----------	o 395
		2.6										
------	----------	24.8	----------	----------	----------	f 9 16	T Baylor	f 10 10	----------	----------	----------	o 535
		1.8										
VO	9.00 a.m. 6.00 p.m.	26.6	----------	----------	----------	s 9 22	Surveyor	s 10 02	----------	----------	----------	o 1126
		2.2										
N	8.00 a.m. 6.00 p.m.	28.8	----------	----------	----------	9 30 am	LESTER	9 50 am	----------	----------	----------	o 815
			Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sun.	Ar. Daily.		Lv. Daily.	Lv. Daily. Ex. Sun.	Lv. Daily.	Lv. Daily.	

No. 158 will use the "Y" tracks from North leg of "Y" to South leg of "Y" and the Raleigh-Southwestern track from South leg of "Y" to Raleigh.

RALEIGH AND SOUTHWESTERN BRANCH

WESTWARD — EASTWARD

Calls	Hours Open	Distance from Raleigh	SECOND CLASS Virginian 263 Lv. Daily	SECOND CLASS Virginian 259 Lv. Daily	TIME TABLE No. 107 In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS Virginian 256 Ar. Daily	SECOND CLASS Virginian 262 Ar. Daily	Side Track—Capacity in Feet.
RA	Continuous	0.0	6 55 pm	10 05 am	T RALEIGH	9 00 am	6 05 pm	Yard
		2.5						
------	Booth	2.5	s 7 05	s 10 15	Fitzpatrick	s 8 45	s 5 50	o 8303
		3.3						
------	Booth	5.8	f 7 18	f 10 28	T Forest	f 8 32	f 5 37	o 821
		0.3						
QN	Continuous	6.1	7 20 pm	10 30 am	PEMBERTON	8 30 am	5 35 pm	Yard
			Ar. Daily	Ar. Daily		Lv. Da ly	Lv. Daily	

LAUREL CREEK BRANCH

WESTWARD — EASTWARD

Distance from Quinnimont.	Calls	Hours Open.	SECOND CLASS. 157 Lv. Daily.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. 156 Ar. Daily.	Side Tracks—Capacity in Feet.
6.0	------	----------	11 50 am	LAYLAND	2 45 pm	----------
				0.6		
5.4	------	----------	s 11 55	Hemlock Hollow	s 2 38	Yard
				0.3		
5.1	------	----------	f 12 00	Brownwood	f 2 33	o 1839
				0.6		
4.5	------	----------	f 12 04	Big Q	f 2 29	o 3396
				0.5		
4.0	------	----------	f 12 07	Laurel	f 2 26	o 1491
				1.1		
2.9	------	----------	f 12 12	Export	f 2 22	o 1310
				2.1		
0.8	------	----------	f 12 20	Coke Ovens	f 2 10	----------
				0.8		
.0	QN	Continuous	12 30 pm	T QUINNIMONT	2 05 pm	Yard
			Ar. Daily.		Lv. Daily.	

PINEY RIVER AND PAINT CREEK BRANCH.

WESTWARD — EASTWARD

Calls	Hours Open	SECOND CLASS. Virginian 261 Lv. Daily.	SECOND CLASS. 357 Lv. Daily.	SECOND CLASS. Virginian 257 Lv. Daily.	SECOND CLASS. 355 Lv. Daily.	Distance from Beckley Junction.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. 354 Ar. Daily.	SECOND CLASS. Virginian 260 Ar. Daily.	SECOND CLASS. 356 Ar. Daily.	SECOND CLASS. 358 Ar. Daily. Ex. Sunday.	SECOND CLASS. Virginian 264 Ar. Daily.	Side Track—Capacity in feet.
BJ	Continuous.	6 25 pm	3 31 pm	9 20 am	8 21 am	0.0	BECKLEY JUNCTION	8 40 am	9 50 am	10 40 am	4 45 pm	6 40 pm	Yard
						1.2							
Booth	8.45 am to 5.45 pm	6 30 pm	s 3 41	9 25 am	8 25 am	1.2	Beckley	8 35 am	9 45 am	s 10 35	s 4 40	6 35 pm	o 2335
						1.0							
------	----------	----------	s 3 46	----------	----------	2.2	Sprague	----------	----------	s 10 30	s 4 30	----------	o 4767
						2.3							
------	----------	----------	s 3 53	----------	----------	4.5	Skelton	----------	----------	s 10 20	s 4 20	----------	o 10152
						1.5							
------	----------	----------	4 05 pm	----------	----------	6.0	CRANBERRY	----------	----------	10 10 am	4 10 pm	----------	o 2873
		Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.			Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily.	

HINTON DIVISION

GAULEY BRANCH

WESTWARD — EASTWARD

Distance from Gauley.	SECOND CLASS. 129 Lv. Daily. Ex. Sunday.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. 128 Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet.
.0	11 30 am	GAULEY	3 05 pm	o 969
		1.4		
1.4	s 11 38	K. & M. Junction	s 2 55	Yard
		2.5		
3.9	s 11 50	Gamoca	s 2 45	o 1247
		2.2		
6.2	s 11 58	Wyndal	f 2 35	o 1000
		0.7		
6.9	f 12 01	Rich Creek Junction	f 2 32	
		2.5		
9.4	12 15	Bryce		
		2.5		
6.9	f 12 25	Rich Creek Junction	f 2 32	o 465
		0.4		
7.3	s 12 30	T Belva	s 2 30	o 546
		0.5		
7.8	f 12 35	Open Fork Junction	f 2 25	
		3.4		
11.2	12 50	Bentree		o 1844
		3.4		
7.8	f 1 10	Open Fork Junction	f 2 25	
		4.9		
12.7	s 1 35	Vaughan	s 2 02	o 1680
		1.8		
14.5	1 40 pm	GREENDALE	1 55 pm	o 3216
	Ar. Daily. Ex. Sunday.		Lv. Daily. Ex. Sunday.	

HAWK'S NEST BRANCH

WESTWARD — EASTWARD

SECOND CLASS 193 Lv. Daily. Ex. Sunday	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS 192 Ar. Daily. Ex. Sunday.
6 00 pm	Hawk's Nest	8 15 am
	2.0	
6 15 pm	Ansted	8 00 am
Ar. Daily. Ex. Sunday		Lv. Daily. Ex. Sunday

LOUP CREEK AND REND BRANCHES

WESTWARD — EASTWARD

Distance from Thurmond	Calls	Hours Open	SECOND CLASS 137 Lv. Daily.	235 Lv. Daily.	133 Lv. Daily.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS 132 Ar. Daily.	234 Ar. Daily.	134 Ar. Daily.	136 Ar. Daily.	Side Track—Capacity in feet.
12.5			5 40 pm			PRICE HILL			9 40 am		o 1242
						1.0					
11.5			s 5 45		6 05 am	Mt. Hope	6 04 am		s 9 31		
						1.0					
10.5			s 5 50		6 10	Price Hill Junc	6 00 am		s 9 27	8 05 pm	p 765
						0.2					
10.3	MC	9.15a.m.to6.15p.m.	s 5 55		s 6 15	T McDonald			s 9 25	s 8 00	o 7075
						0.5					
9.8			f 5 58		f 6 18	Turkey Knob			f 9 21	f 7 57	o 8261
						0.3					
9.5			f 6 00		f 6 20	Dun Loup			f 9 18	f 7 54	o 7306
						0.7					
8.8			f 6 04		f 6 24	Derryhale			s 9 14	f 7 50	o 1465
						1.0					
7.8			s 6 09		s 6 29	Sun			s 9 09	s 7 44	o13261
						0.3					
7.5	JU	9.35a.m.to6.35p.m.	s 6 12		s 6 32	White Oak Junc			s 9 05	s 7 40	p 1395
						0.6					
6.9			s 6 17		s 6 36	Glen Jean			s 9 00	s 7 35	o 350
						0.6					
6.3			s 6 21		s 6 40	Red Star			s 8 55	s 7 30	o 3068
						0.8					
5.5	DE	9.00a.m.to6.00p.m.	s 6 26		s 6 45	T Harvey			s 8 50	s 7 25	Yard
						5.2					
0.3			s 6 47		s 7 07	So. Side Junc			s 8 32	s 7 07	p 1485
4.8				7 50 am		Minden		7 45 am			o11602
						4.5					
0.3			s 6 47	s 8 08	s 7 07	So. Side Junc		s 7 27	s 8 32	s 7 07	p 1485
						0.3					
.0	DU	Continuous.	6 50 pm	8 10 am	7 10 am	T THURMOND		7 25 am	8 30 am	7 05 pm	Yard
			Ar. Daily.	Ar. Daily.	Ar. Daily.		Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	

JOINT TIME TABLE

CHESAPEAKE AND OHIO RAILROAD and WHITE OAK RAILROAD.

WESTWARD. (White Oak Branch.) (Wolf Creek Division.) EASTWARD.

Distance from White Oak Jct.	Calls	Hours Open.	SECOND CLASS. 171 Lv. Daily.	169 Lv. Daily.	167 Lv. Daily.	165 Lv. Daily.	163 Lv. Daily.	161 Lv. Daily.	TIMETABLE No. 107 In Effect Sunday, Nov. 17, 1918 STATIONS.	SECOND CLASS. 162 Ar. Daily.	164 Ar. Daily.	166 Ar. Daily.	168 Ar. Daily.	170 Ar. Daily.	Side track—Cap. in feet.
9.8			8 30 pm	5 10 pm			10 00 am		LOCHGHELLY	9 55 am			5 05 pm	8 30 pm	o 2300
									1.7						
8.1			s 8 38	s 5 18			s 10 08		Summerlee	s 9 47			s 4 57	s 8 22	o 2265
									2.4						
5.7			8 50 pm	s 5 29			10 19 am		Oak Hill	9 35			4 46 pm	8 10	o 1265
									2.0						
7.7					4 35 pm	12 15 pm			BISHOP		12 01 pm	4 30 pm			
									2.0						
5.7		9.30 a. m to 6.30 p. m.		5 30	4 45 pm	12 30 pm		6 00 am	Oak Hill	s 9 35	11 45 am	4 20 pm		s 8 10	o 1265
									2.3						
3.4				s 5 40				s 6 10	Carlisle	s 9 25				8 00	o 2981
									0.8						
2.6				5 45				6 15	T Whipple Junc	9 20				7 55	
									0.5						
1.1				s 5 48				s 6 18	Scarbro	s 9 17				s 7 52	Yard
									0.7						
1.4				s 5 55				s 6 23	Wingrove	s 9 12				s 7 47	o 2833
									1.4						
0.0	JU	9.35 a. m. to 6.35 p. m.		6 05 pm				6 30 am	WHITE OAK JUNC.	9 05 am				7 40 pm	p 1395
			Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.		Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	

HINTON DIVISION

GENERAL INSTRUCTIONS.

SINGLE TRACK.—Eastward trains are superior to Westward trains of the same class. (See Rule 81.)

DOUBLE TRACK.—Trains will run on the right-hand track, and will not cross over to the left-hand track, unless under protection. (See Rules 99, 314, 337 and General Instructions F.)

A.—Standard clocks located in telegraph offices at Hinton, Quinnimont, Thurmond, Handley and Raleigh.

B.—Bulletin books and watch register blanks located in telegraph offices Hinton, Quinnimont, Thurmond and Sewell, telephone booth Keeneys Creek, telegraph offices Hawks Nest, Handley, ticket office Beckley, telegraph offices Raleigh, Harvey and Macdonald and yard office Gauley.

C.—Yard Limits Hinton, Quinnimont, Thurmond, Sewell, Handley, Raleigh, Harvey and Gauley, designated by "Yard Limit" boards.

D.—Maximum speed—

NEW RIVER DISTRICT.

Passenger 60 miles per hour.
Freight trains with 70 ton loaded cars, 20 miles per hour.
Engines running backward, with or without cars, 15 miles per hour.
Through yards protected by "Yard Limit" boards, passenger trains 30, freight trains 10 miles per hour.
Passing through tunnels, passenger trains 45, freight trains 20 miles per hour, except through Stretchers Neck and Blue Hole Tunnels, passenger trains 20 miles, and freight trains 10 miles per hour.
Crossing Sewell and Hawks Nest bridges, passenger trains 20 and freight trains 10 miles per hour.

LAUREL CREEK BRANCH.

Passenger trains 10, freight or mixed trains, 8 miles per hour.
Engines running backward, with or without cars, 8 miles per hour.

PINEY CREEK BRANCH.

Passenger trains 15, freight or mixed trains 8 miles per hour.
Through yards protected by "Yard Limit" boards, passenger trains 10, freight trains 8 miles per hour. Engines running backward, with or without cars, 12 miles per hour.

PINEY RIVER AND PAINT CREEK RAILROAD.

Passenger trains 15, freight or mixed trains, 12 miles per hour.
Through yards protected by "Yard Limit" boards, passenger trains 10, freight trains 8 miles per hour. Engines running backward with or without cars, 12 miles per hour.

LOUP CREEK, WHITE OAK, SOUTHSIDE AND REND BRANCHES.

Passenger trains 15, freight or mixed trains 12 miles per hour.
Through yards protected by "Yard Limit" boards, passenger trains 10, freight trains 8 miles per hour. Engines running backward with or without cars, 12 miles per hour.

KEENEYS CREEK BRANCH.

All trains 8 miles per hour.

HAWKS NEST BRANCH.

Passenger trains 10 miles per hour, freight or mixed trains 8 miles per hour.

GAULEY BRANCH.

Passenger trains 15, freight trains 12 miles per hour. Engine running backward, with or without cars, 12 miles pe hour. Through yards protected by "Yard Limit' boards, passenger trains 10, freight trains 8 miles per hour.

POWELLTON BRANCH.

All trains 8 miles per hour.

E.—Junctions and Crossings—

Meadow Creek	Junction of New River District and Sewell Valley Railroad. (Interlocked.)
Quinnimont	Junction of New River District and Laurel Creek Branch. (Interlocked.)
Prince	Junction of New River District and Piney Creek Branch. (Interlocked.)
Thurmond	Junction of New River District and Loup Creek South Side and Rend Branches.
Keeneys Creek	Junction of New River District and Keeneys Creek Branch.
Hawks Nest	Junction of New River District and Hawks Nest Branch.
Gauley	Junction of New River District and Gauley Branch. (Interlocked.)
Deep Water	Junction of New River District and Virginian Railway.
Mt. Carbon	Junction of New River District and Powellton Branch.
Morris Creek Junc.	Junction of New River District and Morris Creek Branch.
Beckley Junc	Junction of Piney Creek Branch and P. R. & P. C. Railroad.
Pemberton	Junction of Piney Creek Branch and Winding Gulf Branch and Virginian Railway.
White Oak Junc.	Junction of Loup Creek Branch and White Oak Branch, crossing of K. G. J. & E. R'y and White Oak Branch.
Derryhale	Junction of Loup Creek Branch and K. G. J. & E. Railway.
Macdonald	Junction of Loup Creek Branch and Price Hill Railway and K. G. J. & E. Railway.
Carlisle	Junction of W. O. Railway and W. O. Branch.
K. & M. Junc	Junction of Gauley Branch and K. & M. Railway.
Belva	Junction of Gauley Branch and K. & M. Railway.

F.—A train runn ng in opposite direction on double track will not enter block until advised in writing by Signalman condition of block in advance.
When from any cause an engine, under steam, is cut off a train at a non-telegraph station, the train must stop at the next open telegraph office and report the circumstances to the train dispatcher. The engine cut off must not use a main track unless protected in accordance with Rule 99, or by train orders.

G.—Extra trains will not require train orders to run ahead of third class trains.

H.—When required to take siding, a train will enter at first switch of the passing siding. An eastward train will not use a westward nor a westward train an eastward passing siding unless author zed by train order.

I.—Double Track—
Hinton to Prince.
Gauley to Handley.
X. N. Cabin to Cotton Hill.

Single Track—Controlled by the electric staff Block.
Prince to X. N. Cabin, Cotton Hill to Gauley.
The receipt of a staff is authority for a train to proceed, and gives it the right over the portion of road controlled over all trains. The block signal at "Clear" indicates that the staff is in the crane, and the derail closed; at "Stop" (as observed by the engineman), that the single track line is occupied, and the derail open.
The engineman will personally see the staff is received before entering block.
The Signalman at each end of the block will be in position to receive staff from engineman, and will not return it to instrument until rear the of train has passed, and he has seen the markers.
A work train in possession of a staff may deliver it at either end of the block.
In case of failure of the mechanism in connection with the electric staff, train movements will be discontinued, except by train orders.

J.—Rules governing the movement of trains with the current of traffic on Double Track by means of Block Signals.
Between Hinton and Handley, trains will run with the current of traffic and will be governed by Automatic Electric Block Signals, Interlocked Block Signals and Electric Staff Block Signals, the indications of which will supersede Time Table superiority.
The Automatic Signals will be designated by a number on the pole, conforming to mile post, and by diamond pointed semaphore arms, which will work in the upper right-hand quadrant.
When an automatic signal is displayed at "stop," a train will stop, then proceed with caution, looking out for train ahead, car on siding fouling main track, misplaced switch or broken rail, regulating speed so that train can be stopped within scope of Engineman's view.
Interlocked signals have square end semaphore arms; when displayed at "stop," train will wait until signal is cleared unless otherwise authorized to proceed.
The movement of trains will be supervised by the Train Dispatcher, who will issue instructions to signalmen when required.
During stormy or foggy weather, or when the view is obscured from any cause, and at night, on very crooked parts of the road between Hinton and Handley, freight trains will not be permitted to follow passenger trains, except under protection of telegraph block in addition to automatic signals.
A train having work to do which may detain it more than 20 minutes, must obtain permission from the Signalman at the last station at which there is a siding before entering the block in which work is to be done. The Signalman must obtain authority to give this permission from the Train Dispatcher.
Except as affected by these rules, all Block Signals and Train Rules remain in force.
Signalmen will not display clear signals for inferior trains on the time of or within 20 minutes of the time of superior trains, without authority from the Train Dispatcher.
When signals are displayed at "stop" and a superior train following is due within 20 minutes, trains will clear the block as quickly as practicable.
"Hand or lamp signals from signal m n will be authority for trains running with current of raffic to pass fixed signals at 'stop' when necessary to e ter siding or crossover and when switches are seen to be right and track clear."

K.—Trains may be started without orders and will run as Extras—
Eastward and Westward from Hinton.
Eastward and Westward from Quinnimont.
Eastward and Westward from Thurmond.
Eastward from Sewell.
Eastward from Macdougal.
Eastward and Westward from Gauley.
Eastward from Handley.

L.—New River Coal District shifting engines will work as extras daily (day and night) between Quinnimont and Cotton Hill, and Handley Coal District shifting engines between Gauley and Handley. Shifting engines will protect at all times against other extras.
Keeneys Creek Branch, Hawks Nest Branch, Gauley Branch and Powellton Branch shifting engines will not have right on main line New River District.

M.—Local freight trains will stop on signal at all stations to do work.

N.—Symbols—

S—Regular Stop.	O—Other tracks.
F—Stop on Signal.	E—Eastward.
P—Passing Siding.	W—Westward.
C—Center Passing Siding.	T—Water Tank.

O.—Agents will not sell tickets to points at which train is not authorized to stop.

P.—Whenever a train running on double track is stopped suddenly, trains running in opposite direction must be held until it is ascertained whether or not the opposing main track is obstructed.

Q.—A red and white lantern lighted must be placed on rear of all trains while passing through Stretchers Neck tunnel.

R.—Employes are forbidden from standing on the track and boarding an approaching engine or car, or from riding on front end of engines equipped with standard road pilot.

S.—When an engine is to be detached from train on grades, a sufficient number of hand brakes must be set to hold train. Air brakes must not be depended upon to hold train after engine is detached.

T.—Before starting down any grade where the use of retaining valves will be necessary, the engineman will designate how many retainers to turn up, and it will be the duty of the conductor to see that the proper number, as designated by the engineman, are turned up, and that they are turned down at the proper point.
On grades of one and one-half per cent or more, all retainers must be turned up, unless otherwise provided, and on grades less than one and one-half per cent the engineman will designate how many to turn up.
If in the judgment of the conductor, more retainers will be needed to properly control train, he will turn them up and notify the engineman.
If the engineman or conductor thinks it necessary because of condition of brakes or any other cause to use retainers on any grade where it is not the general practice to use them, he will stop the train at the proper point and arrange accordingly.

U.—Engines or cars standing on descending grades or on spur tracks must not be coupled to until it is known that the engine or cars, to be coupled to, are secured by brakes or otherwise.

V.—When trains are running against the current of traffic at night, a green light, instead of red will be displayed to the rear from the marker on the side next to the opposing track.

W.—Electric headlight should be dimmed when the glare would endanger employes, such as: on or entering yards; approaching passenger stations when passengers are getting on or off trains; telegraph offices where orders or messages are likely to be handed on; approaching passenger train on opposite track; when stock is noticed on track. (Also read Rule 17.)

X.—When a flagman protecting a passenger train is recalled, he must first place a lighted fusee on the track, in addition to placing two torpedoes on the rail; this rule to apply both day and night.

Y.—Torpedoes are supplementary signals. The explosion of two not more than 200 feet apart is a signal to reduce speed and to look out for stop signal. Explosion of one torpedo will indicate same as two, but the use of two is required.

HINTON DIVISION

SPECIAL INSTRUCTIONS.

Flag stops—

Barksdale	f14 and 35.
Sandstone, Glade, McKendree, Alaska, Claremont, Stone Cliff, Rush Run, Beury, Fire Creek, East Sewell, Caperton, Keeneys Creek, Nuttall, Elmo, Hawks Nest, Bachman, Kaymoor, South Nuttall, Elverton, So. Caperton	f13, 14, 18 and 35.
Fort Defiance	f13 and 14.
Old Gauley, Mt. Carbon, Eagle	f13, 14, 18 and 35.
Crescent	f13, 14, 35.
Gaymont	f35.

No. 3—Deepwater—To discharge passengers holding tickets from Clifton Forge or beyond for points on Virginian Railway.

No. 4—Prince—To discharge passengers holding tickets from Charleston or beyond.

No. 5—Prince—To discharge passengers holding tickets from points east of Clifton Forge. To receive passengers holding tickets to Charleston or beyond.

No. 33—All stations to discharge passengers holding tickets from points on Virginian Railway.

No. 34—All stations to receive passengers for points on Virginian Railway.

No. 43—Fayette—To discharge passengers from points east of Gordonsville.

No. 42—South Fayette—To receive passengers for points east of Gordonsville.

Royal, McCreary, Norvell, Lanark, Stanaford, Knob Branch, Pine Poca	f155,156,157 and 158.
Whorley, Bickell, Cabell, Metalton, Tolleys	f155 and 156.
Raleigh No. 6 Mine	f256,259,262 and 263.
Viacova, DeWitt, Meadow Fork, South Boyd, Kilsythe	f133, 134, 136 and 137.
McKell	f161 and 162.
Vanetta, Mt. Carmel, Buck Run, Eberbaugh	f128 and 129.

Piney Creek Branch trains will be governed by New River District Time Table between Prince and Quinnimont.

Laurel Creek Branch trains will get orders or clearance card before leaving Quinnimont.

Piney Creek Branch trains will get orders or clearance card before leaving Prince.

Trains starting from Raleigh will get orders or clearance card before leaving Raleigh.

Piney River and Paint Creek Railroad trains will register at Beckley Junction and Beckley and will get orders or clearance card before leaving Beckley between 8:45 a. m. and 5:45 p. m.

Loup Creek and Rend Branches trains will get orders or clearance card before leaving Thurmond.

White Oak Branch trains will get orders or clearance card before leaving White Oak Junction.

White Oak Branch trains will register at White Oak Junction.

Gauley Branch trains will get orders or clearance card before leaving Gauley.

No. 257 has right over No. 260, Raleigh to Beckley Junction.
No. 261 has right over No. 264, Raleigh to Beckley Junction.
No. 257 has right over No. 260, Beckley Junction to Beckley.
No. 261 has right over No. 264, Beckley Junction to Beckley.
No. 355 has right over No. 354, Beckley Junction to Beckley.
No. 357 has right over No. 358, Beckley Junction to Cranberry.
No. 137 has right over No. 136, Price Hill to Thurmond.
No. 161 has right over No. 162, Carlisle to White Oak Junc.
No. 129 has right over No. 128, Gauley to Greendale.

Engines handling freight trains with 20 or more loaded cars must be detached from train while taking water or coal.

TELEPHONE CALLS.

PINEY CREEK BRANCH.

Quinnimont—One short, one long.
Prince—Two short, one long.
Terry Junc.—Two long, two short.
Stonewall—Two long, three short.
Dorsey—One short, two long, two short.
Rodes—One long, three short, one long.
Raleigh—One long.
South end of "Y," Raleigh—Three short, one long.
North end of "Y," Raleigh—One long, two short, one long, one short.
Beckley Junc.—Two short, one long, two short.
Beckley—One short, one long, two short.
Mabscott—Two long, one short.

RALEIGH AND S. W. BRANCH AND WINDING GULF BRANCH.

Raleigh—One long.
Beaver Junction—One long, one short.
Raleigh No. 6—One short, one long, one short.
Fitzpatrick—Two short.
Forest—Three short.
Pemberton—One long, two short.
Section House—Two long.
Gulf Switch—One long, one short, one long.
McAlpin—One long, two short, one long.
Tams—One long, three short.
Stone Coal—Two short, one long, one short.

LOUP CREEK BRANCH.

Thurmond Dispatchers' Office—One long.
Thurmond Yard Office—Three short.
Thurmond Shops—One long, one short, one long.
Southside Junction—One long, one short.
Rend Switchback—Two short, one long.
Meadow Fork—Four short.
Harvey Water Tank—Two long.
Harvey Telegraph Office—One long, three short.
Glen Jean—Three short, one long.
White Oak Junction—One short, one long, one short.
Sun—Five long.
Derryhale—Two short, one long, two short.
Dunloup "Y"—Two short.
Macdonald—One long, two short.

SURGICAL STAFF.

STATION.	SURGEON'S NAME	OFFICE ADDRESS.	TELEPHONE CALL
Hinton, W. Va.	J. B. T. Cummings, Oculist.	322 Temple Street	70 (Bell)
Hinton, W. Va.	O. O. Cooper	322 Temple Street	70 (Bell)
Hinton, W. Va.	G. K. Nolting		
Hinton, W. Va.	W. L. Van Sant	322 Temple Street	70 (Bell)
Quinnimont, W. Va.	J. E. Cox	Quinnimont	4–F–3 (Bell)
McKendree, W. Va.	H. L. Goodman	McKendree Hospital	4–31 (Bell)
Claremont, W. Va.	C. W. Lemon	Claremont	
Nuttall, W. Va.	L. S. Henley	Nuttall	
Ansted, W. Va.	L. O. Fox	Ansted	
Thurmond, W. Va.	A.W.Crews and J.H.Bannister	Thurmond	5 (Bell)
Harvey, W. Va.	Gory Hogg	Harvey	
Oak Hill, W. Va.	E. S. Hamilton	Oak Hill, W. Va.	
Dunloup, W. Va.	H. A. Walkup	Dunloup, W. Va.	
Raleigh, W. Va.	G. W. L. Sanford	Raleigh	186–12 (Bell)
Blue Jay, W. Va.	W. H. Cunningham		
McAlpin, W. Va.	G. W. Johnson	McAlpin	
Fire Creek, W. Va.	C. A. Farren	Fire Creek	
Caperton, W. Va.	S. L. Johnson		
Gauley, W. Va.	L. R. Harless	Gauley Bridge	
Mt. Carbon, W. Va.	G. S. Hartley	Mt. Carbon	7–13 (Bell)
Powellton, W. Va.	R. S. Peck	Powellton, W. Va.	
Montgomery, W. Va.	L. C. Montgomery	Main Street	142–J (Bell)

W. T. LIPSCOMB, Train Master, New River District ..... Hinton, W. Va.
W. L. GLASS, Road Foreman of Engines, New River District ..... Hinton, W. Va.
S. E. DEARIEN, Train Master, New River Coal District ..... Thurmond, W. Va.
A. L. McDANIEL, Assistant Train Master and Road Foreman of Engines, New River Coal District ..... Thurmond, W. Va.
E. J. LILLY, Assistant Train Master, Piney Creek and Laurel Creek Branches ..... Raleigh, W. Va.
T. E. HANIFIN, Chief Train Dispatcher ..... Hinton, W. Va.