Eubanks

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

CHESAPEAKE AND OHIO RAILROAD

WESTERN GENERAL DIVISION

HUNTINGTON AND LOGAN DIVISIONS

Time Table No. 107

TO TAKE EFFECT AT 6.00 A. M, EASTERN TIME, 5.00 A. M., CENTRAL 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. (Huntington and East).
Trains run on Central (90th Meridian) Standard Time. (West of Huntington).

J. P. STEVENS, General Manager	W. L. BOOTH, Sup't Transportation	C. C. WALKER, Ass't Sup't Transp'n	A. T. LOWMASTER, Ass't Sup't Transp'n	J. B. PARRISH, Gen'l Sup't	E. L. BOCK, Ass't Gen'l Sup't	F. L. FLETCHER, Superintendent, Huntington Division.	H. E. WEBB, Superintendent, Logan Division.

MITCHELL & HOTCHKISS PRINT, RICHMOND, VA.

HUNTINGTON DIVISION

WESTWARD

KANAWHA DISTRICT

SECOND CLASS.											FIRST CLASS.			TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	Calls	Hours Open	Distance from Handley.
39	33	13	1	51	7	37	35	49	15	17	3	43	5				
Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.				
----------	----------	6 20 pm	4 21 pm	3 31 pm	----------	----------	----------	9 36 am	----------	----------	----------	11 05 am	10 50 am	2 20 am	HANDLEY	RO	Continuous	.0
															2.1			
----------	----------	6 24	s 4 27	s 3 37	----------	----------	----------	s 9 42	----------	----------	----------	11 09	10 54	2 24	Paint Creek Junc.	P	9 00 a m to 6 00 p m	2.1
															6.5			
----------	----------	6 37	s 4 50	s 3 57	----------	----------	----------	s 10 05	----------	----------	----------	11 20	11 05	2 35	Cabin Creek Junc.	CA	Continuous	8.6
															6.6			
----------	----------	6 52	s 5 10	4 12	----------	----------	----------	s 10 25	----------	----------	----------	11 31	11 16	2 46	Marmet	BW	2 00 a m to 11 00 a m	15.2
															7.0			
----------	----------	7 06	f 5 25	4 27	----------	----------	----------	f 10 40	----------	----------	----------	11 43	11 28	2 58	South Ruffner	KO	Continuous	22.2
															1.9			
----------	----------	s 7 15	s 5 40	s 5 05	----------	----------	----------	10 50 am	----------	7 40 am	----------	s 11 50	s 11 35	s 3 05	Charleston	----	----------	24.1
															5.3			
----------	----------	7 28	s 5 51	5 15	----------	----------	----------	----------	----------	s 7 52	----------	12 02	11 47	3 17	Spring Hill	XY	7 00 a m to 4 00 p m	29.4
															6.5			
----------	----------	s 7 40	s 6 05	s 5 40	----------	----------	----------	----------	----------	s 8 10	----------	12 13	f 11 58	3 28	St. Albans	VF	Continuous	35.9
															7.7			
----------	----------	7 56	s 6 23	6 05	----------	----------	----------	----------	----------	s 8 28	----------	12 27	12 12	3 42	Scott	SC	Continuous	43.6
															6.0			
----------	----------	8 06	s 6 38	6 18	----------	----------	----------	----------	----------	s 8 43	----------	12 37	12 22	3 52	Hurricane	RN	Continuous	49.6
															6.6			
----------	----------	8 17	s 6 57	6 37	----------	----------	----------	----------	----------	s 9 03	----------	12 47	12 32	4 02	Milton	MI	Continuous	56.2
															8.9			
----------	----------	8 32	s 7 20	6 56	6 36 pm	----------	----------	----------	10 46 am	s 9 25	----------	1 02	12 47	4 17	Barboursville	BR	Continuous	65.1
															6.5			
----------	----------	8 42	7 32	7 10	6 49	----------	----------	----------	10 59	9 37	----------	1 13	12 58	4 28	D. K. Cabin	DK	Continuous	71.6
															2.8			
----------	----------	8 50	7 45 pm	7 20	7 00 pm	----------	----------	----------	11 10 am	9 50 am	----------	1 20	1 05 pm	4 35	HUNTINGTON (East'n. Time)	UN	Continuous	74.4
----------	----------	8 00	----------	7 00	----------	----------	----------	----------	----------	----------	5 45 am	12 30	----------	3 45	HUNTINGTON (Cent'l. Time)	UN	Continuous	74.4
															4.2			
----------	----------	8 11	----------	7 10	----------	----------	----------	----------	----------	----------	5 53	12 38	----------	3 53	Kellog	OG	Continuous	78.6
															3.0			
----------	----------	8 20	----------	7 20	----------	----------	----------	----------	----------	----------	5 59	12 44	----------	3 59	K. V. Cabin	KV	Continuous	81.6
															0.6			
----------	----------	8 25 pm	----------	s 7 40	----------	----------	----------	----------	----------	----------	s 6 05	s 12 48	----------	s 4 03	Kenova	----	----------	82.2
															1.5			
----------	8 26 pm	----------	----------	8 00	----------	----------	11 06 am	----------	----------	----------	f 6 11	12 52	----------	4 07	Big Sandy Junc.	HC	Continuous	83.7
															0.7			
----------	s 8 29	----------	----------	s 8 05	----------	----------	s 11 09	----------	----------	----------	s 6 20	s 12 55	----------	s 4 10	Catlettsburg	----	----------	84.4
															2.6			
----------	8 36	----------	----------	8 12	----------	----------	11 16	----------	----------	----------	f 6 28	1 00	----------	4 15	Clyffeside	SX	Continuous	87.0
															2.6			
----------	8 45 pm	----------	----------	s 8 55	----------	1 00 pm	11 25 am	----------	----------	----------	s 6 45	s 1 20	----------	s 4 30	Ashland	----	----------	89.6
															0.3			
----------	----------	----------	----------	9 05	----------	1 05	----------	----------	----------	----------	6 47	1 25	----------	4 35	Ashland Junc.	AX	Continuous	89.9
															4.4			
----------	----------	----------	----------	9 30 pm	----------	1 15 pm	----------	----------	----------	----------	6 59 am	1 35 pm	----------	4 45 am	RUSSELL	RU	Continuous	94.3
Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.					

HUNTINGTON DIVISION

KANAWHA DISTRICT

EASTWARD

Distance from Russell.	Side Track—Capacity in feet	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	FIRST CLASS. 42 Ar. Daily.	2 Ar. Daily.	4 Ar. Daily	SECOND CLASS. 6 Ar. Daily.	14 Ar. Daily.	50 Ar. Daily. Ex. Sunday.	36 Ar. Daily. Ex. Sunday.	34 Ar. Daily.	18 Ar. Daily Ex. Sunday.	52 Ar. Daily.	8 Ar. Daily.	38 Ar. Daily.	16 Ar. Daily. Ex. Sunday.
94.3	Yard.	T HANDLEY	7 35 pm	7 50 pm	3 30 am	8 54 am	10 19 am			10 35 am	4 44 pm				
		2.1													
92.2	o1400	Paint Creek Junc	7 30	7 45	3 25	s 8 25	s 10 13			f 10 30	s 4 35				
		6.5													
85.7	Yard	T Cabin Creek Junc.	7 18	7 31	3 13	s 7 50	s 9 45			f 10 08	s 4 05				
		6.6													
79.1	w 3095 e 2153 o1620	Marmet	7 07	7 19	3 02	7 25	s 9 15			9 54	s 3 37				
		7.0													
72.1	w 2515 e 3902 o2792	T South Ruffner	6 56	7 07	2 51	7 10	f 8 58			9 42	3 20				
		1.9													
70.2	e 1853 o3240	T Charleston	s 6 50	s 7 00	s 2 45	s 7 00	s 8 45			s 9 35	s 3 10				
		5.3													
64.9	w 2538 e 1056 o3333	Spring Hill	6 32	6 43	2 27	6 10	s 8 15			9 22	s 2 45				
		6.5													
58.4	w 4510 e 3700 o4582	T St. Albans	6 22	f 6 33	2 17	s 5 50	s 8 00			s 9 12	s 2 30				
		7.7													
50.7	w 3616 o 250	Scott	6 07	6 17	2 02	5 26	s 7 38			9 00	f 2 08				
		6.0													
44.7	w 4303 e 4705 o1112	T Hurricane	5 58	6 08	1 53	5 13	s 7 25			8 51	s 1 55				
		6.6													
38.1	o 815	Milton	5 47	5 57	1 42	4 58	s 7 10			8 41	s 1 40				
		8.9													
29.2	w 4187 e 4506 o1626	T Barboursville	5 33	5 43	1 28	4 40	s 6 50	s 7 09 am		8 27	s 1 20	s 2 09 pm			
		6.5													
22.7	Yard	D. K. Cabin	5 23	5 33	1 18	4 25	6 38	6 57		8 18	1 08	1 57			
		2.8													
19.9	Yard.	T HUNTINGTON (East'n Time)	5 15 pm	5 25	1 10	4 15	6 30 am	6 45 am		8 10	1 00 pm	1 45 pm			
19.9	Yard.	T HUNTINGTON (Cent'l Time)		4 05	12 00	2 25				6 50					6 15 pm
		4.2													
15.7		Kellog		3 53	11 48	2 05				6 37					5 05
		3.0													
12.7	w 4706 e 4967	T K. V. Cabin		3 47	11 42	1 55				6 28					5 55
		0.6													
12.1	Yard	Kenova		3 45	f 11 40	s 1 45				6 25 am					s 5 50
		1.5													
10.6		Big Sandy Junc.		3 38	11 33	1 30			f 6 49 am					f 3 49 pm	f 5 39
		0.7													
9.9	o1280	Catlettsburg		s 3 35	s 11 30	s 1 25			s 6 44					s 3 44	s 5 37
		2.6													
7.3	e 4603	Clyffeside		3 28	11 23	1 15			6 37					3 37	f 5 28
		2.6													
4.7	Yard	Ashland		s 3 20	s 11 15	s 1 00			6 30 am				1 00 pm	3 30 pm	s 5 15
		0.3													
4.4	Yard	T Ashland Junc.		3 13	11 08	12 40							12 55		5 10
		4.4													
.0	Yard	T RUSSELL		3 06 pm	11 01 pm	12 31 am							12 46 pm		5 01 pm
			Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.

HUNTINGTON DIVISION

PAINT CREEK BRANCH

WESTWARD — EASTWARD

Distance from Paint Creek Junc.	Hours Open	SECOND CLASS. 173 Lv. Daily. Ex.Sunday	SECOND CLASS. 171 Lv. Daily.	TIME TABLE No. 107 In Effect Sun., Nov. 17, 1918. STATIONS.	SECOND CLASS. 170 Ar. Daily. Ex.Sunday	SECOND CLASS. 172 Ar. Daily.	Side Track—Capacity in Feet
22.4	Booth	2 20 pm	7 10am	KINGSTON	12 50pm	6 55 pm	o 510
				2.4			
20.0	Booth	s 2 30	s 7 20	Westerly	s 12 38	s 6 43	o 300
				2.5			
		s 2 41	s 7 31	Milburn	s 12 27	s 6 32	o 1900
				2.0			
15.5	Booth	s 2 50	s 7 40	T Mahan	s 12 17	s 6 22	o 1800
				0.7			
14.8	Booth	f 2 53	f 7 43	Hickory Camp	f 12 13	f 6 18	p 1100
				1.9			
12.9	Booth	2 59	7 49	Imperial Junc.	12 03	6 08	
				0.1			
13.0		s 3 01	s 7 51	BURNWELL	s 12 00	s 6 05	o 3000
				0.1			
12.9	Booth	s 3 03	7 53	Imperial Junc.	11 57	6 02	
				0.9			
12.0		s 3 07	f 7 57	Greencastle	f 11 52	f 5 57	o 3200
				1.0			
11.0	Booth	s 3 11	s 8 01	Whitaker	s 11 46	s 5 51	o 900
				1.0			
10.0	Booth	s 3 15	f 8 05	Nuckolls	f 11 40	f 5 45	o 500
				1.1			
8.9		s 3 19	f 8 09	Morton	f 11 33	f 5 38	o 1180
				1.4			
7.5	Booth	s 3 25	f 8 15	Detroit	f 11 24	f 5 29	o 400
				1.5			
6.0	Booth	3 31	8 21	Bedford	11 15	5 20	p 1980
				0.1			
5.9		s 3 33	s 8 23	Standard	s 11 13	s 5 18	p 1985
				1.2			
4.7	Booth	f 3 38	f 8 28	Livingston	f 11 06	f 5 11	o 950
				1.1			
3.6	Booth	s 3 43	s 8 33	Gallagher	s 11 00	s 5 05	o 920
				2.1			
1.5	Booth	f 3 53	f 8 43	T Scale Yard	f 10 50	f 4 55	Yard
				1.5			
0.0	Booth	4 00 pm	8 50am	PAINT CREEK JUNC.	10 40am	4 45 pm	o 1400
		Ar. Daily. Ex.Sunday	Ar. Daily.		Lv. Daily. Ex.Sunday	Lv. Daily.	

CABIN CREEK BRANCH
COAL RIVER EXTENSION

WESTWARD — EASTWARD

Distance from Red Warrior Junc.	Hours Open	SECOND CLASS. 119 Lv. Daily. Ex Sunday	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. 116 Ar. Daily. Ex Sunday	Side Track—Capacity in feet.
17.3	Booth	5 25am	Colcord	2 20pm	o 448
			2.2		
15.1	Booth	s 5 38	Dorothy	s 2 06	o 1070
		5 54	4.2	1 51	
10.9		f 7 11	Jarrold's Valley	f 12 34	o 600
			0.9		
10.0	Booth	s 7 17	T Whitesville	s 12 30	Yard
			2.7		
7.3	Booth	7 28	Foster Siding	12 15	o 826
			2.5		
4.8	Booth	f 7 38	High Coal	f 12 04	o 440
			1.5		
3.3	Booth	f 7 47	Tunnel Siding	f 11 53	p 1930
			3.3		
0.0	Booth	8 04am	T Red Warrior Junc.	11 35am	
		Ar. Daily. Ex Sunday		Lv. Daily. Ex Sunday	

CABIN CREEK BRANCH

WESTWARD — EASTWARD

Distance from Cabin Creek Junc.	Hours Open	SECOND CLASS. * 117 Lv. Daily. Ex.Sunday	119 Lv. Daily. Ex Sunday	113 Lv. Daily.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. * 114 Ar. Daily. Ex.Sunday	116 Ar. Daily. Ex Sunday	118 Ar. Daily.	Side Track—Capacity in feet.
15.6	6.00 a. m. to 3.00 p. m.	1 55 pm		6 35am	KAYFORD	1 25pm		7 05 pm	o 2769
					3 1				
12.5	Booth	2 08	8 04am	6 50	T Red Warrior Junc.	1 02	11 35 am	6 47	
					0.6				
11.9	Booth	2 11	f 8 07	s 6 53	Cherokee	s 12 57	f 11 32	s 6 43	
		2 14		6 56	0.5	12 55		6 41	
11.4	Booth	s3 00	8 10	s 8 25	Leewood	s 11 20	f 11 30	s5 55	o 250
					1.4				
10.0	Continuous	s 3 10	8 20am	s 8 35	T Cane Fork	s 11 10	11 20 am	s 5 45	Yard
					3.9				
6.1		f 3 25		f 8 50	Giles	f 10 54		f 5 29	
					0.7				
5.4	Booth	3 29		8 54	Fairfield	10 50		5 25	p 2870
					1.7				
3 7		s 3 38		f 9 03	Ronda	f 10 42		f 5 17	o 1791
					1.7				
2 0		f 3 45		f 9 10	Dry Branch	f 10 35		f 5 10	o 350
					2 0				
0.0	Continuous	3 55 pm		9 20am	T CABIN CREEK JUNC.	10 25am		5 00 pm	Yard
		Ar. Daily. *	Ar. Daily. Ex Sunday	Ar. Daily.		Lv. Daily. *	Lv. Daily. Ex Sunday	Lv. Daily.	

CABIN CREEK BRANCH—LEEWOOD EXTENSION

WESTWARD — EASTWARD

Distance from Leewood	Hours Open	SECOND CLASS 125 Lv. Daily.	117 Lv. Daily. Ex Sunday	123 Lv. Daily. Ex.Sunday	113 Lv. Daily.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. 122 Ar. Daily.	114 Ar. Daily. Ex.Sunday	124 Ar. Daily. Ex Sunday	118 Ar. Daily.	Side Track—Capacity in feet.
7.1				11 59am	7 32 am	West Virginia No. 2	7 29am	11 52am			o 1000
						2.5					
4.6	6.45 a. m. to 3.45 p. m.			12 11	7 44	T Dacota	7 17	11 40			o 2769
						2.4					
7.0				12 25	7 55	Republic					o 1106
						2.4					
4.6		6 20 pm	2 40 pm	12 35	8 05	T Dacota	s 7 17	s 11 40	2 35 pm	6 15 pm	o 2769
						4.6					
0.0	Booth	6 40 pm	3 00 pm	12 55pm	8 25 am	Leewood	6 57am	11 20am	2 15 pm	5 56 pm	
		Ar. Daily.	Ar. Daily. Ex Sunday	Ar. Daily. Ex.Sunday	Ar. Daily.		Lv. Daily.	Lv. Daily. Ex.Sunday	Lv. Daily Ex Sunday	Lv. Daily.	

CABIN CREEK BRANCH—MARSH FORK EXTENSION

WESTWARD — EASTWARD

Distance from Jarrolds Valley.	Hours Open	SECOND CLASS. 121 Lv. Daily. Ex.Sunday	119 Lv. Daily. Ex. Sunday.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. 120 Ar. Daily. Ex.Sunday	116 Ar. Daily. Ex.Sunday	Side Track—Capacity in feet.
5.0		1 05 pm	6 25 am	Montcoal	6 20 am	1 00 pm	o 2000
				2.0			
3.0		s 1 15	s 6 35	Birch	s 6 10	12 50	o 1200
				1.1			
1.9		s 1 20	s 6 40	Eunice	s 6 05	12 45	o 600
				0.9			
1.0		s 1 25	s 6 45	Pettus	6 00	12 40	o 510
				2.0			
2.0		1 35	6 55	Emerson			
				2.0			
1.0		1 45	7 05	Pettus	s 6 00	s12 40	o 510
				1.0			
0.0		1 50 pm	7 10 am	Jarrolds Valley	5 55 am	12 35 pm	o 600
		Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.		Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	

*–Nos. 114 and 117 will not run between Cane Fork and Kayford on Sunday.

HUNTINGTON DIVISION

COAL RIVER DISTRICT.

WESTWARD — EASTWARD

Distance from St. Albans.	Hours Open.	FOURTH CLASS 237 Lv. Daily Ex. Sun.	FOURTH CLASS 235 Lv. Daily. Ex. Sunday.	SECOND CLASS 215 Lv. Daily Ex. Sun.	SECOND CLASS 213 Lv. Daily. Ex. Sunday	TIME TABLE No. 107 — In Effect Sun., Nov. 17, 1918. — STATIONS	SECOND CLASS 214 Ar. Daily. Ex. Sunday.	SECOND CLASS 216 Ar. Daily. Ex. Sunday.	FOURTH CLASS 234 Ar. Daily. Ex. Sunday.	FOURTH CLASS 236 Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet
59.3		8 30 am		12 10pm		T SOVEREIGN	11 55 am		8 10 am		o 330
						1.0					
58.3		8 40		f12 15		Blair	f 11 50		7 55		
						6.4					
51.9		9 25		s12 34		Sharples	s 11 33		7 15		o1950
						2.8					
49.1	6.30amto 3.30pm	9 45 am	6 00 am	s12 45	4 55am	T Clothier	s 11 20	7 00 pm	7 00 am	3 15 pm	Yard
						5.0					
42.3			6 30	f 1 05	f 5 15	Powell Creek	f 11 03	f 6 38		2 35	p3312
						5.2					
37.1	6.45amto 3.45pm		7 10	s1 25[236]	s 5 35	T Madison	s 10 45	s 6 20		1 25 [215]	p1148 o830
						1.9					
35.2	7.30amto 4.30pm		8 00	s 1 31	s 5 41	Danville	s 10 35	s 6 10		12 50	p6654
						5.4					
29.8			8 45	f 1 50	f 6 00	Lory	f 10 17	f 5 52		11 50	o 330
						2.8					
27.0			9 00	1 58	6 08	Horse Creek Junc.	10 07	5 42		11 15	
						0.5					
26.5	7.30amto 4.30pm		10 05 [214]	s 2 00	f 6 10	T Altman	f 10 05	f 5 40		11 00	o 900
						2.3					
24.2	Booth		10 20 [236]	s 2 08	s 6 18	Ivaton	s 9 57	s 5 32		10 20 [225]	
						2.1					
22.1	7.30amto 4.30pm		10 35	s 2 15	s 6 25	MacCorkle	s 9 50	s 5 35		10 00	p3579 e380
						6.7					
15.4	Booth		11 15	s 2 35	s 6 45	T Sproul	s 9 30 [236]	s 5 15		9 30 [214]	p1584e3053
						2.1					
13.3			11 50	s 2 45	f 6 55	Forks of Coal	f 9 20	f 5 05		8 45	o1557
						1.1					
12.2	8.00amto 5.00pm		12 00	s 2 50	s 7 00	Alum Creek	s 9 15	s 5 00		8 30	p1354
						6.0					
6.2	Booth		12 50	s 3 11	s 7 21	Upper Falls	s 8 54	s 4 39		8 00	p1348
						4.2					
2.0			1 30	s 3 25	f 7 35[236]	Indian	f 8 39	f 4 24		7 35 [218]	o1370
						2.0					
0.0	Continuous		2 00 pm	3 35pm	7 45am	T ST. ALBANS	8 30 am	4 15 pm		7 00 am	Yard
		Ar. Daily ex. Sun.	Ar. Daily. Ex. Sunday.	Ar. Daily Ex. Sun.	Ar. Daily. Ex. Sunday		Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday	Lv. Daily. Ex. Sunday.	

COAL RIVER DISTRICT—Big Coal Branch.

WESTWARD — EASTWARD

Distance from Sproul.	Hours Open.	FOURTH CLASS 237 Lv. Daily. Ex. Sunday.	SECOND CLASS. 215 Lv. Daily. Ex. Sunday.	TIME TABLE No. 107 — In Effect Sun., Nov. 17, 1918. — STATIONS	SECOND CLASS. 216 Ar. Daily. Ex. Sunday.	FOURTH CLASS 234 Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet
20.9		10 30 am	5 10 am	SETH	6 55 pm	10 15 am	o 732
				5 3			
15.6		11 00	f 5 25	Racine	f 6 37	9 35	o 332
				0 4			
15.2		11 05	f 5 37	Myrtle	f 6 25	9 30	
				1 2			
16.4		11 15	5 42	Vass	6 18	9 20	
				1 2			
15.2		11 25	5 49	Myrtle	6 11	9 10	
				1 4			
13.8	7.00 am to 4.00 pm	11 45	s 5 55	T Peytona	s 6 05	9 00	p 490 o 600
				6 4			
7.4		12 45	f 6 15	Dartmont	f 5 45	8 15	o 768
				4 9			
2.5		1 30	f 6 30	Hollyhurst	f 5 30	7 40	p 592
				0 5			
2.0	8.00 am to 5.00 pm	1 40	s 6 33	Brounland	s 5 27	7 30	p2415
				2 0			
0.0	Booth	2 00 pm	6 40 am	T SPROUL	5 20 pm	7 00 am	p1584 o 720
		Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.		Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	

COAL RIVER DISTRICT—Horse Creek Branch

WESTWARD — EASTWARD

Distance from Horse Creek Junc.	Hours Open.	SECOND CLASS. 239 Lv. Daily. Ex. Sunday.	TIME TABLE No. 107 — In Effect Sunday, Nov. 17, 1918. — STATIONS.	SECOND CLASS 238 Ar. Daily. Ex. Sunday.	Side Track—Capacity in feet
7.9		11 00 am	Silush	10 50 am	o 615
			3.0		
4.9		s 11 15	Breece	s 10 35	o 550
			3.0		
1.9		s 11 30	Woodville	s 10 20	o 695
			1.9		
0-0	Booth	11 40 am	Horse Creek Junc.	10 10 am	
		Ar. Daily. Ex. Sunday.		Lv. Daily. Ex. Sunday.	

COAL RIVER DISTRICT—Beech Creek Branch.

WESTWARD — EASTWARD

Distance from Sharples.	Hours Open	SECOND CLASS. 219 Lv. Daily. Ex Sunday.	TIME TABLE No. 107 — In Effect Sunday, Nov. 17, 1918. — STATIONS.	SECOND CLASS. 218 Lv Laily. Ex. Sunday.	Side Track—Capacity in feet
3.5		12 05 pm	Adrossan	12 01 pm	
			2.4		
1.1		s 12 25	Monclo	s 11 45	
			1.1		
0.0		12 30 pm	Sharples	11 35 am	
		Ar. Daily. Ex. Sunday.		Ar. Daily. Ex. Sunday.	

HUNTINGTON 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 never cross over to the left-hand track, unless under protection. (See Rules 99, 314 and 337, and General Instructions **F.**)

A.—Standard clocks located in dispatcher's office at Handley, telegraph offices Huntington and Russell, agent's office Paint Creek Junction, train dispatcher's office, Cane Fork, telegraph office Cabin Creek Junction and train dispatcher's office St. Albans.

B.—Bulletin books and watch reg ster blanks located in dispatcher's office at Handley, telegraph offices Huntington and Russell, agent's office Paint Creek Junction, dispatcher's office Cane Fork, telegraph office Cabin Creek Junction, and dispatcher's office St. Albans.

C.—Yard limits Handley, Cabin Creek Junction, Charleston, St. Albans, Huntington, Ashland, Russell, Scale Yard, Cane Fork and Sproul, designated by "Yard Limit" boards.

D.—Maximum speed—

KANAWHA DISTRICT.

Manifest and stock trains 30, all other freight trains 20 miles per hour.
Through yards protected by "Yard Limit" boards, passenger trains 30, freight trains 10 miles per hour.
Engines running backward, with or without cars, 15 miles per hour.
Through Gauntlet, St. Albans, eastward, passenger trains 35, freight trains 15 miles per hour.

CABIN CREEK BRANCH, PAINT CREEK BRANCH AND COAL RIVER DISTRICT.

Through yards protected by "Yard Limit" boards, passenger trains 10, freight trains 8 miles per hour.
Passenger trains 25, freight trains 15 miles per hour.
Descending grades Tunnel Siding to Red Warrior Junction, and Tunnel Siding to Whitesville, passenger trains 15, freight trains 8 miles per hour.
Engines running backward, with or without cars, 12 miles per hour.

E.—Junctions and Crossings—

Paint Creek Junc—Junction of Kanawha District and Paint Creek Branch.
Cabin Creek Junc—Junction of Kanawha District and Cabin Creek Branch. (Interlocked.)
Winifrede Junc—Junction of Kanawha District and Winifrede Railroad.
Marmet—Junction of Kanawha District and West Virginia and Southern Railroad.
St Albans—Junction of Kanawha District and Coal River District.
Barboursville—Junction of Kanawha District and Logan Division. (Interlocked.)
K. V. Cabin—Junction of Kanawha District and Norfolk & Western Railway Belt Line. (Interlocked.)
Big Sandy Junc—Junction of Kanawha District and Big Sandy Division. (Interlocked.)
Pike Crossing—Crossing of Kanawha District and Ohio Valley Electric Railway Co. (Interlocked.)
Ashland Junction—Junction of Kanawha District and Lexington District; crossing of Ashland Coal and Iron Railway. (Interlocked.)
Leewood—Junction of Cabin Creek Branch and Leewood Extension.
Red Warrior Junc—Junction of Cabin Creek Branch and Coal River Extension.
Jarrolds Valley—Junction of Coal River Extension of Cabin Creek Branch and Marsh Fork Extension.
Sproul—Junction of Coal River District and Big Coal Branch.
Brounland—Junction of Kanawha Central Railway and Big Coal Branch.
Myrtle—Junction of Big Coal Branch and Indian Creek Branch.
Ivaton—Junction of Coal River District and Ivy Branch.
Horse Creek Junc—Junction of Coal River District and Horse Creek Branch.
Clothier—Junction of Coal River District and Laurel Creek Branch.
Sharples—Junction of Coal River District and Beech Creek Branch.

F.—A train running 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.—Fourth class trains will not require train orders to run ahead of third class trains. Extra trains will not require train orders to run ahead of third and fourth 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 authorized by train order.

I.—Double track—Handley to Russell.

J.—Rules governing the movement of trains with the current of traffic on double track by means of block signals.

Between Handley and Russell, trains will run with the current of traffic and will be governed by Automatic Electric Block Signals and Interlocked 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.

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 signalmen will be authority for trains running with current of traffic to pass fixed signals at "stop" when necessary to enter siding or crossover and when switches are seen to be right and track clear.

K.—Trains may be started without orders and may be run as extras—

Westward from Handley.
Eastward and Westward from Cabin Creek Junction
Eastward and Westward from St. Albans.
Eastward and Westward from Barboursville.
Eastward and Westward from Huntington.
Westward from Big Sandy Junction.
Eastward and Westward from Ashland Junction.
Eastward from Russell.

L.—Handley Coal District shifting engines will work as extras daily (night and day) between Handley and Marmet.
Shifting engines will protect at all times against other extras.
Charleston District yard engines will work as extras, daily (day and night) between Marmet and Lewis and will protect at all times against other extras.
Coal River District shifting engines will work as extras daily (day and night) on the entire Coal River District, including its branches, and will protect at all times against other extras.
Huntington yard engines will work as extras daily (day and night) between Guyandot and West Huntington.
Huntington yard engines will protect at all times against other extras.

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 Seng Creek 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 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 engines 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.'

HUNTINGTON DIVISION

SPECIAL INSTRUCTIONS.

Flag stops—

Hansford, Crown Hill, East Bank, Coalburg, Winifrede Junction	f13, 14, 18 and 35.
Chelyan	f14, 18 and 35.
Malden	f14 and 35.
Lewis	f13, 14 and 15.
South Charleston, Scary, Teays, Culloden, Yates, Ona, Blue Sulphur	f13, 14, 15 and 18.
Wilson, Guyandot	f15, 49, 50, 51 and 52.
Huntington Shops	f14, 15, 49, 50, 51 and 52
West Huntington, Ceredo	f16 and 17.

No. 2.—Kenova—To receive passengers from points on N. & W. Railway en route Charleston, W. Va., or beyond.

No. 3—St. Albans to discharge passengers from Washington or beyond.

No. 13.—Wilson, Guyandot, Huntington Shops—To discharge passengers holding tickets from east of Barboursville.

No. 14.—Guyandot, Wilson—To receive passengers holding tickets to points east of Barboursville.

No. 18.—Guyandot—To receive passengers for points east of Barboursville.

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

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

No. 42.—St. Albans—To receive passengers for points east of Gordonsville.

Holly Grove	f170, 171, 172 and 173.
Sharon, Miama, Dawes	f113, 114, 117 and 118
Eskdale	f113, 114, 116, 117, 118 and 119
Holly, Quarrier, Wake Forest, Berlin, North Carbon, West Virginia No. 1, United No. 1, South Carbon, Acme, Highcoal, Ferndale, Leevale, Rockhouse	f113, 114, 122 and 123
Calvert, Ferrell, Lincoln, Fuqua, Ballard, Bluetom, Dunlapville, Julian, Rock Creek, Greenview, Ramage, Low Gap, Jeffrey, Mifflin, Dobra, Emmons, Grippe, Ashford, Brushton, Toneys Branch, Joe Creek, Cave Fork, Wade	f116 and 119.

Eastward trains arrive and Westward trains leave Huntington on Central Time.

A gauntlet is operated over Coal River Bridge at St. Albans. (Protected by derails and interlocked.)

Paint Creek Branch trains will get orders or clearance card before leaving Paint Creek Junction.

Cabin Creek Branch trains w ll get orders or clearance card before leaving Cabin Creek Junction.

Coal River District trains will get orders or clearance card before leaving St. Albans and will register at St. Albans, Sproul, Brounland, Clothier and Sovereign.

The Boone Timber Company's Log Trains will work as extras daily, between Clothier and Sovereign and will protect themselves at all times against other extras.

No. 237 has right over No. 216, Seth to Sproul.

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

Eastward trains using Westward track and Westward trains using Eastward track between Catlettsburg and Clyffeside will stop and get a signal from the watchman before passing over Pikes Crossing.

TELEPHONE CALLS.

PAINT CREEK BRANCH.

Handley—Dispatchers Office—One long.
Handley—T. M. and C. D.—One long, two short.
Paint Creek Short Line—One short, two long, one short.
Hansford—Three short, one long.
Scale Yard—Four short.
Gallagher—Two short, one long, four short.
Livingston—Two short, two long.
Bedford—Two short, three long.
Detroit—Three long, three short.
Nuckolls—One long, three short.
Whitaker—Three long, two short.
Imperial Junction—Three long, one short.
Hickory Camp—Three short, two long, one short.
Mahan—Two short, one long, three short.
Westerly—Two long, three short.
Westerly Safety Switch—Four short, one long.
Kingston—Two short, one long, two short.

CABIN CREEK BRANCH.

Cabin Creek Junction—Two long, two short
Sharon—Two long, one short.
Fairfield—One short, two long.
Cane Fork Dispatchers Office—One long.
Leewood—Two short.
Berlin—Six short.
Decota—Five short.
Cherokee—Two long, one short, two long.
Red Warrior Junction—One long, one short, one long.
Kayford—Two short one long.
Buckeye—Four long.
Tunnel Siding—One short, two long, two short.
Tunnel Spur—Two short, three long, one short.
Highcoal—One long, four short.
Foster Siding—One long, three short, one long.
Ferndale—Four short, two long.
Whitesville—One short, one long, one short.
Jarrolds Valley—Three short
Dorothy—Two long.
Colcord—One long, one short.

SURGICAL STAFF.

STATIONS.	SURGEON'S NAME.	OFFICE ADDRESS.	TELEPHONE CALL.
Handley, W. Va	J. E. Musgrave	Handley, W. Va	
Paint Creek Junction, W. Va	J. H. Hansford	Paint Creek Junction, W. Va	110-14
Tomsburg, W. Va	S. M. Stone	Tomsburg, W. Va	
Hansford, W. Va	W. R. Laird	Hansford, W. Va	102
Coalburg, W. Va	R. D. Black	Coalburg, W. Va	105-3
Leewood, W. Va	E. H. Campbell	Leewood, W. Va	129-4
Kayford, W. Va	G. P. Fisher	Kayford, W. Va	
Jarrolds Valley, W. Va	R. L. Hunter	Jarrolds Valley, W. Va	34-12
Winifrede Junction, W. Va	M. P. Malcolm	Winifrede Junction, W. Va	23-2
Winifrede Junction, W. Va	A. B. Nelson	Near Winifrede Store	
Charleston, W. Va	Jas. Putney	122½ Capitol Street	2433
Charleston, W. Va	M. V. Godby	Charleston, W. Va	
Charleston, W. Va	C. A. Ray	1210 Quarrier St	
South Charleston, W. Va	R. H. Dunn	South Charleston, W. Va	
St Albans, W. Va	Ward Harshbarger		29
Clothier, W. Va	W. F. Harless	Clothier, W. Va	
Hurricane, W. Va	A. T. Jordan	Hurricane, W. Va	
Milton, W. Va	C. H. Morris	Milton, W. Va	
Barboursville, W. Va	D. E. Musgrave	Barboursville, W. Va	
Barboursville, W Va	Thomas Hallanan	Barboursville, W. Va	
Huntington, W. Va	C. R. Enslow, Chief of Staff C. & O. Hospital	C. & O. Hospital	630
Huntington, W. Va	J. B. Taylor, Physician in Charge C. & O. Hospital	18th Street and 6th Avenue	373
Huntington, W. Va	J. H. Steenbergen		
Huntington, W. Va	J. R. Bloss, Company's Surgeon	Miller Building	630
Huntington, W. Va	C. M. Hawes, Oculist	422 11th Street	155
Huntington, W. Va	J. R. Hunter	D. & Night Bank Bldg.	
Kenova, W. Va	Roscoe Stotts	Kenova, W. Va	20
Catlettsburg, Ky	J. W. Kincaid	Catlettsburg, Ky	
Ashland, Ky	C. K. Kercheval	Ashland, Ky	221
Ashland, Ky	J. M. Salmon	18th and Winchester	3
Ashland, Ky	G. W. Moore		
Russell, Ky	J. I. Rathburn	Russell, Ky	707

C. H. SNEDEGAR,	**Train Master, Kanawha District**	**Huntington, W. Va.**
C. S. LOUDEN,	**Road Foreman o Engines, Kanawha District**	**Huntington, W. Va.**
C. C. ORNDORF,	**Asst. Road foreman of Engines, Kanawha District**	**Huntington, W. Va.**
M. R. McNEER,	**Chief Train Dispatcher**	**Huntington, W. Va.**
R. O. DIEHL,	**Train Master , Handley Coal District**	**Handley, W. Va.**
E. G. FOSTER,	**Assistant Train Master, Handley Coal District**	**Cane Fork, W. Va.**
A. R. THOMPSON,	**Road Foreman o Engines, Handley Coal District**	**Cane Fork, W. Va.**
H. R. McLAUGHLIN,	**Train Master and Road Foreman of Engines, Coal River District**	**St. Albans, W. Va.**
H. C. TROWBRIDGE,	**Asst. Trainmaster and R. F. of E, Coal River District**	**Clothier, W. Va.**
E. M. GREEN,	**Terminal Train Master**	**Huntington, W. Va.**

LOGAN DIVISION

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LOGAN DIVISION

WESTWARD — **EASTWARD**

TIME TABLE No. 107

In Effect Sunday, Nov. 17, 1918.

Distance from Lorado.	Calls	Hours Open		FOURTH CLASS.	THIRD CLASS				SECOND CLASS				STATIONS.	SECOND CLASS				FOURTH CLASS		Side Track—Capacity in Feet	Distance from Barboursville
				61	77	75	73	71	51	45	49	41		50	42	52	46	62			
				Lv. Daily. Ex.Sunday	Lv. Daily.	Lv. Daily	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily Ex. Sun.	Lv. Daily.	Lv. Daily.		Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sun.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.			
0.0									1 05 pm		5 15 am		LORADO	12 45 pm		s 7 45 pm					90.3
													1.2								
1.2		Booth							s 1 11		s 5 21		T Craneco	s 12 35		s 7 35				Yard	89.1
													5.2								
6.4									s 1 36		s 5 46		Amherstdale	s 12 06		s 7 06					83.9
													2.0								
8.4		Booth							s 1 45		s 5 55		Accoville	s 11 54		s 6 54				o 4150	81.9
													3.3								
11.7		Booth							s 2 00		s 6 10		Man	s 11 39		s 6 39				o 700	78.6
													3.0								
14.7		Booth							s 2 15		s 6 25		T Earling	s 11 27		s 6 27				o 100	75.6
													4.8								
19.5		Booth							s 2 37	1 38 pm	s 6 47	s 5 43 am	Rum Creek Junc	s 11 07	12 15 pm	s 6 07	7 15pm			o 1000	70.8
													2.8								
22.3									s 2 49	f 1 50	f 6 59	f 5 55	McConnell	f 10 55	f12 00	f 5 55	f 7 00			p 2696	68.0
													1.0								
23.3		Booth							2 54	1 54	7 04	f 5 59	Stollings	f 10 51	11 55	f 5 51	6 55				67.0
									3 00	2 36	7 10	f 6 40		10 45	11 12	5 45	f 6 12				
25.0		Booth							3 10	2 45 pm	7 20	6 50 am	T LOGAN	10 30	11 05 am	5 30	6 05pm			Yard	65.3
													1.4								
26.4	OB	Continuous		6 10 am	7 00 pm	10 45 am	6 00 am	12 01 am	s 3 17		s 7 27		T Peach Creek (E.E.D.T.)	s 10 22		s 5 22		4 00 pm		Yard	63.9
													5.2								
31.6	KS	Continuous		6 50	7 30	11 15	6 30	12 30	s 3 32		s 7 42		Pecks Mill (W.E.D.T.)	s 10 07		s 5 07		3 25		o 269	58.7
													4.3								
35.9	SA	7.30 a m to 4.30 p m		7 20	7 50	12 00	6 55	12 50	s 3 45		s 7 55		Chapmanville	s 9 54		s 4 54		3 00		p 4497 o 721	54.4
													2.6								
36.5				7 50	8 05	12 30	7 15	1 05	f 3 54		f 8 04		Kitchen	f 9 45		f 4 45		2 20		o 737	51.8
													1.6								
40.1	BC	Continuous		8 09 49	8 20	12 40	7 30	1 25	s 3 59		s 8 09 61		T Big Creek	s 9 40		s 4 40		2 00		p 5595 o 741	50.2
													6.1								
46.2	PA	Continuous		8 40	8 45	12 55 62	8 00	1 50	f 4 21 52		f 8 28		Harts	f 9 21		s 4 21 51		12 55 75		p 4562 o 433	44.1
													4.0								
50.2				9 09 50	9 00	1 10	8 20	2 05	f 4 35		f 8 42		Sand Creek	f 9 09 61		f 4 09		12 20		p 4750	40.1
													3.8								
54.0	GI	8.25 a m to 5.25 p m		10 00	9 15	1 30	8 57 42 50	2 20	s 4 47		s 8 57 50 72		Gill	s 8 57 42 73		s 3 57		12 00		p 4323 o 400	36.3
													5.0								
59.0	RG	Continuous		11 10 62	9 40	1 50	9 25	2 45	s 5 02		s 9 12		T Ranger	s 8 42		s 3 42		11 10 61		p 5000 o 872	31.3
													4.9								
63.9	MF	7.00 a m to 11.00 p m		11 35	10 05	2 10	9 50	3 10	s 5 17		s 9 27		Midkiff	s 8 27		s 3 27		10 45		p 4642 o 150	26.4
													4.0								
67.9	BN	7.00 a m to 11.00 p m		12 00	10 30	2 30	10 10 62	3 35	s 5 28		s 9 38		Branchland	s 8 16		s 3 16		10 10 78		p 4935 o 593	22.4
													5.2								
73.1	WA	Continuous		12 30	11 00	3 00 52	11 00	4 05	s 5 44		s 9 54 62		T West Hamlin (E.E.D.T.)	s 8 00		s [illegible]00 75		9 54 49		p 5130 o1050	17.2
													3.2								
76.3	MC	Continuous		12 50	11 15	3 35	11 35	4 20	f 5 55		f 10 05		Salt Rock (W.E.D.T.)	f 7 49		f [illegible]9		8 40		p 4751	40.1
													4.1								
80.5		Booth		1 10	11 35	4 00	12 00	4 40	f 6 08		f 10 18		Inez	f 7 37		f 2 37		8 20		p 5230 o 302	9.9
													5.9								
86.3	CV	Continuous		1 45	12 00	4 30	12 30	5 05	f 6 26		f 10 36		Clover Valley (E.E.D.T.)	f 7 19		f 2 19		7 45		p 4258	4.0
													4.0								
90.3	BR	Continuous		2 15 pm	12 20 am	4 50 pm	12 50 pm	5 20 am	s 6 35 pm		s 10 45 am		T BARBOURSVILLE (W.E.D.T.)	7 10 am		2 10 pm		7 30 am		o1626	.0
				Ar. Daily. Ex.Sunday	Ar. Daily.	Ar.Daily	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily Ex. Sun.	Ar. Daily.	Ar. Daily.		Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sun.	Lv. Daily.	Lv.Daily	Lv. Daily. Ex. Sunday.			

LOGAN DIVISION.

RUM CREEK BRANCH

WESTWARD — EASTWARD

Distance from Rum Creek Junc.	SECOND CLASS 45	SECOND CLASS 41	TIME TABLE No. 107 In Effect Sunday, Nov. 17, 1918. STATIONS	SECOND CLASS 42	SECOND CLASS 46	Side Tracks—Capacity in Feet.
	Lv. Daily Ex. Sunday	Lv. Daily.		Ar. Daily. Ex. Sunday	Ar. Daily	
6.6	1 05 pm	5 10 am	T ---Slagle---	1 00 pm	8 00 pm	o 3282
			1.9			
4.7	s 1 15	s 5 20 am	---Yolyn---	s 12 45 pm	7 45	o 1250
			3.2			
1.5	s 1 30	s 5 35 am	---Dehu---	s 12 24 pm	7 24	o 900
			1.5			
0.0	s 1 38	s 5 43 am	---Rum Creek Junc---	12 16 pm	7 16	o 1046
	Ar. Daily Ex. Sunday	Ar. Daily.		Lv. Daily. Ex. Sunday	Lv. Daily	

DINGESS RUN BRANCH

WESTWARD — EASTWARD

Distance fro m Stollings	Calls	Hours Open	SECOND CLASS 47	SECOND CLASS 45	SECOND CLASS 43	SECOND CLASS 41	TIME TABLE No. 107 In Effect Sunday, Nov. 17, 1918. STATIONS	SECOND CLASS 40	SECOND CLASS 42	SECOND CLASS 44	SECOND CLASS 46
			Lv. Daily	Lv. Daily Ex. Sunday	Lv. Daily. Ex. Sunday	Lv. Daily.		Ar. Daily.	Ar. Daily. Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily
4.0	------	------	6 35 pm	2 17 pm	11 35am	6 22 am	T---Ethel---	6 20 am	11 33 pm	2 15 pm	6 33 pm
							4.0				
.0	------	Booth	6 54 pm	2 35 pm	f 11 54 am	f 6 40 am	------Stollings------	6 00 am	11 13 am	1 55 pm	6 13 pm
			Ar. Daily	Lv. Daily Ex. Sunday	Ar. Daily. Ex. Sunday	Ar. Daily.		Lv. Daily.	Lv. Daily. Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily

ISLAND CREEK BRANCH

WESTWARD — EASTWARD

Distance from Holden.	Hours Open.	SECOND CLASS. 73	SECOND CLASS. 71	SECOND CLASS. 69	SECOND CLASS. 67	SECOND CLASS. 65	SECOND CLASS. 63	TIME TABLE No. 107 In Effect Sun., Nov. 17, 1918 STATIONS.	SECOND CLASS. 64	SECOND CLASS. 66	SECOND CLASS. 68	SECOND CLASS. 70	SECOND CLASS. 72	Distance from Logan.	Side Track—Capacity in Feet
		Lv. Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.		Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday	Ar. Daily Ex. Sunday.	Ar. Daily.		
0.0	Booth	6 30	2 15 pm	------	11 35 am	6 25 am	------	T--HOLDEN---	6 20 am	11 30 am	------	2 13 pm	6 28 pm	4.2	Yard
								1.4							
1.4	Booth	6 38	2 23	------	f 11 43	f 6 33	------	--Whitman Junc.--	6 10	11 20	------	2 05	6 20	2.8	------
								0.8							
2.2	Booth	------	2 28	------	------	6 38	------	-----Whitman-----	------	11 15	------	------	6 15	3.6	o1100
								0.8							
1.4	Booth	6 38	2 33	------	11 43	6 43	------	--Whitman Junc.--	s 6 10	s 11 10	------	2 05	6 10	2.8	------
								2.1							
3.5	Booth	6 50 pm	s2 45	1 41pm	11 55	s 55	5 46 am	-- Monitor Junc. --	s 5 59	s 10 59	s 12 14 pm	1 54	s5 59	0.7	------
								0.7							
4.2	Booth	------	2 50 pm	1 45pm	12 01 pm	00 am	5 50 am	T---LOGAN-----	5 55 am	10 55 am	12 10 pm	1 50 pm	5 55 pm	0.0	Yard
		Ar. Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily. Ex. Sunday	Ar. Daily.	Ar. Daily.		Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday	Lv. Daily Ex. Sunday.	Lv. Daily.		

LOGAN & SOUTHERN BRANCH

WESTWARD — EASTWARD

Distance from Monitor Junc.	Hours Open.	SECOND CLASS 69	SECOND CLASS 63	TIME TABLE No. 107 In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS 68	SECOND CLASS 72	Side Track—Capacity of Feet
		Lv. Daily Ex. Sunday	Lv. Daily.		Ar. Daily. Ex. Sunday	Ar. Daily.	
7.9	------	1 05 pm	5 10 am	T-----OMAR-----	1 00 pm	7 35 pm	------
				2.4			
5.5	------	s 1 15	s 5 20	-------Switzer-------	s 12 45	s 7 20	------
				2 8			
2.7	------	s 1 29	s 5 24	----- Monaville------	s 12 30	s 7 05	------
				2 7			
0.0	Booth	1 40 pm	f 5 45 am	---Monitor Junc.----	12 15 pm	6 51 pm	------
		Ar. Daily Ex. Sunday	Ar. Daily.		Lv. Daily. Ex. Sunday	Lv. Daily.	

LOGAN 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 never cross over to the left-hand track, unless under protection. (See Rules 99, 311 and 337 and General Instructions **F.**)

A.—Standard clocks located in Dispatcher's office at Peach Creek and Agent's Office, Holden.

B.—Bulletin books and watch register blanks located in Dispatcher's Office, Peach Creek.

C.—Yard Limits, Peach Creek, Logan and Holden designated by "Yard Limit" boards.

D.—Maximum Speed—
Through yards protected by "Yard Limit" boards, passenger trains 30, freight trains 10 miles per hour. Between Barboursville and Logan, passenger trains 40, freight trains 20 miles per hour. Between Logan and Man, passenger trains 25, freight trains 15 miles per hour. Dingess Run, Rum Creek, Buffalo Creek Extension, Logan and Southern and Island Creek Branches, passenger trains 18, freight trains 12 miles per hour.
Engines running backward, with or without cars, 12 miles per hour.

E.—Junctions and Crossings—

Barboursville	Junction of Kanawha District and Logan Division. (Interlocked.)
Logan	Junction of Logan Division and Island Creek Branch.
Stollings	Junction of Logan Division and Dingess Run Branch.
Rum Creek Junc.	Junction of Logan Division and Rum Creek Branch.
Monitor Junc.	Junction of Island Creek Branch and Logan and Southern Branch.
Omar	Junction of Logan and Southern Branch and Pine Creek Branch.
Whitman Junc.	Junction of Island Creek Branch and Whitman Creek Branch.

F.—A train running 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.—Fourth-class trains will not require train orders to run ahead of third-class trains. Extra trains will not require train orders to run ahead of third and fourth-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 authorized by train order.

I.—Double track—Barboursville to Clover Valley.
Salt Rock to West Hamlin.
Pecks Mill to Peach Creek.

J.—Rules governing the movement of trains with the current of traffic on Double Track by means of Block Signals.

Between Handley and Russell, trains will runwith the current of traffic, and will be governed by Automatic Electric Block Signals and Interlocked 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.

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 signalmen will be authority for trains running with current of traffic to pass fixed signals at "stop" when necessary to enter siding or cross-over and when switches are seen to be right and track clear.

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.

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 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 headlights 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 received, or 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.

SPECIAL INSTRUCTIONS.

Flag stops—	
Martha, Roach, Sheridan, Hubball, Brady, Lattin, Atenville, Ferrellsburg, Fry, Stone Branch, Godby, Henlawson	f 49, 50, 51 and 52
Fort Branch, Wanda	f 40, 41, 42, 43, 44, 45, 46 and 47
Nibert, Wilber, Lyburn, Loma, Kistler, Lax, Braeholm, Becco, Robinette, Stowe, Lundale	f 49, 50, 51 and 52
Cham	f41, 42, 45 and 46
Gay, Shamrock, Cora, Price, Monitor	f64, 65, 66 67, 71 and 72
Mico, Chauncey	f63, 68, 69 and 72

Logan Division trains will be governed by Huntington Division time table between Barboursville and Russell.

All Logan Division trains will get orders or clearance card before leaving Barboursville, Peach Creek and Logan; the following train will get orders before leaving Beebe Place and Whitman. Island Creek Branch trains will register at Holden, Whitman Junction and Logan.

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

Passenger trains will register at Lorado.

No. 63 has right over No. 64, Monitor Junction to Logan.
No. 67 has right over No. 68, Monitor Junction to Logan.

SURGICAL [illegible]

STATION.	SURGEON'S NAME.	OFFICE ADDRESS.	TELEPHONE CALL.
Barboursville, W. Va.	D. E. Musgrave	Barboursville, W. Va.	
West Hamlin, W. Va.	M. F. Brown	West Hamlin, W. Va.	
Logan, W. Va.	S. B. Lawson	Law[illegible] Building	29 J
Omar, W. Va.	K. J. Hetherman	Omar, W. Va.	

H. A. DAVIN, Train Master ..... Logan, W. Va.
F. W. MYERS, Ass't Train Master ..... Logan, W. Va.
H. A. SCHULTZ, Road Foreman of Engines ..... Logan, W. Va.
M. R. McNEER, Chief Train Dispatcher ..... Huntington, W. Va.