THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION

HINTON DIVISION

Time Table No. 118

TO TAKE EFFECT AT 3.00 A. M., (EASTERN TIME)

Sunday, April 3, 1927

BOOK OF RULES DATED APRIL 1, 1925, 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.

G. D. BROOKE, General Manager	A. T. LOWMASTER, General Superintendent Transportation	E. L. BOCK General Superintendent	H. T. BROWN, Superintendent

MITCHELL & HOTCHKISS PRINT, RICHMOMD, VA.

HINTON DIVISION

NEW RIVER SUB-DIVISION

WESTWARD

THIRD CLASS.			SECOND CLASS.						FIRST CLASS.			TIME TABLE No. 118. In Effect Sunday, Apr. 3, 1927. STATIONS.	Distance from Hinton.	Calls	Hours Open
95 Daily	99 Daily	93 Daily	101 Daily	33 Daily	157 Daily Ex. Sun.	13 Daily	155 Daily	7 Daily Ex. Sun.	5 Daily	3 Daily	1 Daily				
L PM	L PM	L AM	L PM	L PM	L PM	L PM	L AM	L AM	L PM	L AM	L AM				
			6 40			12 45		5 30	11 35	8 45	4 00	Wty **HINTON**	.0	HX	Continuous
												1.0 **C. W. CABIN**	1.0	CW	Continuous
6 15	2 00	5 15										4.0			
6 25	2 10	5 27	6 49			12 54		5 39	11 44	8 54	4 09	**R. K. Cabin**	5.0	RK	
6 35	2 20	5 37	6 55			s 1 03		s 5 50	11 50	9 00	4 15	4.0 W **Sandstone**	9.0		
6 42	2 27	5 47	6 59			s 1 15		s 6 03	11 54	s 9 05	4 19	3.3 **Meadow Creek**	12.3	MD	Continuous
7 00	2 45	6 07	7 12		2 10	s 1 40	7 00	s 6 30	12 06	9 18	4 31	9.4 Wy **Quinnimont**	21.7	QN	Continuous
7 04	2 49	6 14	7 15		s 2 15	s 1 45	s 7 05	s 6 35	12 08	9 20	4 33	1.2 **Prince** (W.E.D.T.)	22.9	NI	Continuous
7 07	2 52	6 17	7 18			1 48		6 37	12 10	9 22	4 35	0.9 **X. N. Cabin** (E.E.D.T.)	23.8		
7 12	2 57	6 24	7 22			f 1 53		f 6 43	12 14	9 26	4 39	2.4 **McKendree**	28.2		
7 31 101	3 10	6 38	7 31 95			2 11		6 58	12 23	9 35	4 48	6.2 t **C. S. Cabin**	32.4	CS	Continuous
7 55	3 15	6 45	s 7 45			s 2 20		s 7 10	s12 28	s 9 40	s 4 53	1.3 Wt **Thurmond**	33.7	DU	Continuous
8 12	3 35	7 05	8 02			s 2 46		s 7 32	12 43	9 55	5 08	6.8 W **Sewell**	40.5	ED	Continuous
8 24	3 55	7 20	8 12			s 3 05		s 7 50	12 53	s10 06	5 18	6.7 **Fayette**	47.2	FA MZ	7.25 a. m. to 4.25 p. m. 9.05 a. m. to 6.05 p. m.
8 34	4 05	7 30	8 21			3 20		8 05	1 02	10 15	5 27	4.6 **M. A. Cabin**	51.8	MA	Continuous
8 39	4 10	7 35	8 25			3 24		8 10	1 05	10 18	5 30	2.4 W **C. H. Cabin** (W.E.D.T.)	54.2	CH	Continuous
8 48	4 22	7 47	8 33			s 3 31		s 8 17	1 12	10 25	5 37	3.7 **Gauley** (E.E.D.T.)	57.9	GU	Continuous
8 56	4 30	7 55	8 38			s 3 39		s 8 25	1 17	10 30	5 42	2.9 **Kanawha Falls**	60.8		
9 03	4 38	8 03	8 44	6 30		s 3 46		s 8 33	1 22	s10 38	5 47	3.4 **Deep Water**	64.2	VN	Continuous
9 10	4 45	8 10	8 48	6 35		s 3 52		s 8 39	1 26	10 42	5 51	2.4 **Mt. Carbon**	66.6		
9 18	4 55	8 20	s 8 55	s 6 50		s 4 07		s 8 53	s 1 33	s10 48	s 5 58	3.8 **Montgomery** (18)	70.4	CN	8.30 a. m. to 5.30 p. m.
9 30	5 15	8 30	9 00	s 6 59		s 4 14		s 8 59	1 40	10 55	6 05	2.1 Wt **HANDLEY**	72.5	RO	Continuous
A PM	A PM	A AM	A PM	A PM	A PM	A PM	A AM	A AM	A AM	A AM	A AM				
95 Daily	99 Daily	93 Daily	101 Daily	33 Daily	157 Daily Ex. Sun.	13 Daily	155 Daily	7 Daily Ex. Sun.	5 Daily	3 Daily	1 Daily				

HINTON DIVISION

NEW RIVER SUB-DIVISION

EASTWARD

TIME TABLE No. 118.
In Effect Sunday, Apr. 3, 1927.

Side Track Capacity in Cars (45 ft.)	Distance from Handley.	STATIONS.	FIRST CLASS. 4 Daily	6 Daily	2 Daily	SECOND CLASS. 106 Daily	156 Daily	14 Daily	34 Daily	158 Daily Ex. Sun.	8 Daily Ex. Sun.	THIRD CLASS. 94 Daily	98 Daily	96 Daily	92 Daily		
			A AM	A PM	A PM	A AM	A PM	A PM	A AM	A PM	A PM	A AM	A AM	A PM	A PM		
Yard	72.5	Wty HINTON	6 50	5 45	10 35	11 15		1 20			9 00						
	1.0																
Yard	71.5	C. W. Cabin										8 00	11 00	8 00	8 30		
	4.0																
c61 o 3	67.5	R. K. Cabin	6 41	5 36	10 26	11 05		1 08			8 50	7 40	10 40	7 40	8 12		
	4.0																
o22	63.5	Sandstone	6 36	5 30	10 21	10 58		s12 59			s 8 37	7 25	10 25	7 25	8 00		
	3.3																
e69 w110 o132	60.2	Meadow Creek	6 31	s 5 25	10 16	s10 50		s12 52			s 8 32	7 15	10 15	7 15	7 50		
	9.4																
e103 w 90 Yard	50.8	Wy Quinnimont	6 16	5 10	10 01	s10 20	12 05	s12 30		6 30	s 8 12	6 55	9 55	6 55	7 30		
	1.2																
o 8	49.6	Prince (W.E.D.T.)	6 13	5 07	9 58	9 55	s11 53	s12 16		s 6 15	s 8 01	6 50	9 50	6 50	7 24		
	0.9																
	48.7	X. N. Cabin (E.E.D.T.)	6 10	5 04	9 55	9 51		12 13			7 58	6 45	9 45	6 45	7 18		
	2.4																
c57 o35	46.3	McKendree	6 05	4 58	9 50	9 45		f12 05			f 7 50	6 35	9 35	6 35	7 10		
	6.2																
c50	40.1	t C. S. Cabin	5 57	4 50	9 42	9 35		11 45			7 30	6 12	9 15	6 15	6 50		
	1.3																
Yard	38.8	Wt Thurmond	s 5 54	s 4 47	s 9 39	s 9 30		s11 42			s 7 25	5 59	9 10	6 10	6 45		
	6.8																
Yard	32.0	W Sewell	5 38 94	4 31	9 23	8 53		s11 20			s 7 03	5 38 4	8 35	5 35	6 20		
	7.0																
e105 w110 o11 o36	25.0	South Fayette	5 25	s 4 19	s 9 10	f 8 40		s10 55			s 6 41	5 10	8 13	5 13	5 55		
	4.8																
	20.7	M. A. Cabin	5 15	4 10	9 00	8 24		10 50			6 24	4 55	8 00	5 00	5 40		
	2.4																
o18	18.3	W C. H. Cabin (W.E.D.T.)	5 11	4 06	8 56	8 20		10 34			6 17	4 50	7 55	4 55	5 35		
	3.7																
c61 o 6	14.6	Gauley (E.E.D.T.)	5 04	3 59	8 49	8 13		s10 26			s 6 10	4 40	7 43	4 43	5 20		
	2.9																
o26	11.7	Kanawha Falls	5 00	3 55	8 45	8 09		s10 16			s 6 02	4 33	7 35	4 35	5 10		
	3.4																
e100 w106 Yard	8.3	Deep Water	4 55	s 3 50	8 40	8 04		s10 11	10 40		s 5 55	4 26	7 26	4 26	5 00		
	2.4																
Yard	5.9	W Mt. Carbon	4 51	3 46	8 36	8 00		s10 03	10 33		s 5 49	4 18	7 18	4 18	4 50		
	3.8																
Yard	2.1	Montgomery (15)	s 4 45	s 3 40	s 8 30	s 7 55		s 9 52	s10 20		s 5 40	4 08	7 08	4 08	4 40		
	2.1																
Yard	.0	Wt HANDLEY	4 40	3 35	8 25	7 45		9 45	9 55		5 31	4 00	7 00	4 00	4 30		
			L AM	L PM	L PM	L AM	L AM	L AM	L AM	L PM	L PM	L AM	L AM	L PM	L PM		
			4 Daily	6 Daily	2 Daily	106 Daily	156 Daily	14 Daily	34 Daily	158 Daily Ex. Sun.	8 Daily Ex. Sun.	94 Daily	98 Daily	96 Daily	92 Daily		

HINTON DIVISION

PINEY CREEK SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 118.

In Effect Sunday, Apr. 3, 1927.

Calls	Hours Open	Distance from Prince	SECOND CLASS. 157 Daily Ex. Sun.	SECOND CLASS. Virginian. 257 Daily	SECOND CLASS. 155 Daily	STATIONS.	SECOND CLASS. Virginian. 260 Daily	SECOND CLASS. 156 Daily	SECOND CLASS. 158 Daily Ex. Sun.	Side Track Capacity in Cars. (45 ft.)
			L PM	L AM	L AM		A AM	A AM	A PM	
NI	Continuous.	0.0	s 2 15	----------	s 7 05	PRINCE	----------	s11 53	6 15	o 8
						1.4				
------	Booth	1.4	f 2 19	----------	f 7 10	Terry Jct.	----------	f11 43	f 6 07	----------
						2.0				
------	----------	3.4	f 2 27	----------	f 7 18	Wright	----------	f11 36	f 5 58	----------
						1.9				
DO	Continuous	5.3	f 2 34	----------	f 7 24	Stonewall	----------	f11 31	f 5 54	p 71
						1.2				
------	Booth	6.5	2 39	----------	7 29	Dorsey	----------	11 26	5 50	p 22
						1.6				
------	----------	8.1	f 2 45	----------	f 7 35	W White Stick	----------	f11 18	f 5 44	----------
						2.1				
------	Booth	10.2	2 55	----------	7 42	Rodes	----------	11 11	5 36	p 40
						3.4				
RA	Continuous	13.6	s 3 15	----------	s 8 02	Wy Raleigh	10 17	s10 56	s 5 25	Yard
						0.6				
------	Booth	14.2	s 3 22	s 9 27	s 8 05	North End Wye	s10 14	s10 51	s 5 15	Yard
						1.9				
BJ	7.00a.m. to 11.00p.m.	16.1	3 31 4 53	9 37	8 13 8 35	Beckley Jct.	10 06	10 46 10 30	5 07	Yard
						0.8				
------	Booth	16.4	s 4 57	----------	s 8 38	Mabscott	----------	s10 26	s 5 05	Yard
						2.9				
------	----------	19.3	----------	----------	f 8 47	Burks	----------	f10 18	----------	o 8
						1.7				
------	----------	21.0	----------	----------	f 8 53	Admiralty	----------	f10 10	----------	o 8
						2.6				
------	----------	23.6	----------	----------	f 9 03	W Baylor	----------	f10 00	----------	o 12
						1.8				
VO	8.00a.m. to 5.00p.m.	25.4	----------	----------	s 9 13	Surveyor	----------	s 9 53	----------	o 25
						2.2				
N	8.00a.m. to 5.00p.m.	27.6	----------	----------	9 27	y LESTER	----------	9 45	----------	o 18
			A PM	A AM	A AM		L AM	L AM	L PM	
				Virginian.			Virginian.			
			157	257	155		260	156	158	
			Daily Ex. Sun.	Daily	Daily		Daily	Daily	Daily Ex. Sun.	

No. 155 has right over No. 156 Prince to Lester.
No. 157 has right over No. 158 Prince to Mabscott.
No. 257 has right over No. 260 North End Wye to Beckley Junction.

HINTON DIVISION

RALEIGH AND SOUTHWESTERN SUB-DIVISION

WESTWARD

Calls	Hours Open	Distance from Raleigh.	SECOND CLASS. Virginian. 259 Daily	TIME TABLE No. 118. In Effect Sunday, April 3, 1927. STATIONS.	SECOND CLASS. Virginian. 256 Daily	SECOND CLASS. 158 Daily Ex. Sun.	Side Track Capacity in Cars. (45 ft.)
			L AM		A AM	A PM	
RA	Continuous	.0	10 30	Wy RALEIGH	----------	5 23	Yard
				0.5			
BY	Continuous	0.5	10 35	South End Wye	9 23	5 20	----------
				2.0			
------	Booth	2.5	s10 46	Fitzpatrick	s 9 13	----------	o 15
				3.3			
------	Booth	5.8	f10 57	W Forest	f 9 02	----------	o 18
				0.3			
QN	Continuous	6.1	10 58	PEMBERTON	9 00	----------	Yard
			A AM		L AM	L PM	
			Virginian. 259 Daily		Virginian. 256 Daily	158 Daily Ex. Sun.	

No. 256 will use wye track from South end of wye to North end of wye and leave North end of wye as No. 257.
No. 158 will use wye track from North end of wye to South end of wye, and will back out of South end of wye.

LAUREL CREEK SUB-DIVISION

WESTWARD

Calls	HOURS OPEN	Distance from Quinnimont.	SECOND CLASS. 153 Daily	TIME TABLE No. 118. In Effect Sunday, April 3, 1927. STATIONS.	SECOND CLASS. 154 Daily	Side Track Capacity in Cars. (45 ft.)
			L AM		A PM	
------	--------	6.0	11 45	LAYLAND	2 30	----------
				0.6		
------	--------	5.4	s11 48	Hemlock Hollow	s 2 23	Yard
				0.3		
------	--------	5.1	f11 51	Brownwood	f 2 19	----------
				0.6		
------	--------	4.5	f11 56	Big Q	f 2 15	----------
				0.5		
------	--------	4.0	f12 01	Laurel	f 2 12	----------
				1.1		
------	--------	2.9	f12 06	Export	f 2 07	----------
				2.1		
------	--------	0.8	f12 16	Coke Ovens	f 1 55	----------
				0.8		
QN	Continuous	.0	12 25	Wy QUINNIMONT	1 50	Yard
			A PM		L PM	
			153 Daily		154 Daily	

No. 153 has right over No. 154 Layland to Quinnimont.

PINEY RIVER AND PAINT CREEK SUB-DIVISION

WESTWARD

Calls	Hours Open	Distance from Beckley Jct.	SECOND CLASS. 157 Daily Ex. Sun.	SECOND CLASS. 359 Daily	SECOND CLASS. Virginian. 257 Daily	SECOND CLASS. 155 Daily	TIME TABLE No. 118. In Effect Sunday, April 3, 1927. STATIONS.	SECOND CLASS. 354 Daily	SECOND CLASS. Virginian. 260 Daily	SECOND CLASS. 156 Daily	SECOND CLASS. 158 Daily Ex. Sun.	Side Track Capacity in Cars. (45 ft.)
			L PM	L AM	L AM	L AM		A AM	A AM	A AM	A PM	
BJ	7.00a.m.to 11.00p.m.	.0	3 32	10 31	9 38	8 14	BECKLEY JCT.	8 34	10 05	10 45	4 52	Yard
							1.2					
------	----------	1.2	3 49	10 35	9 45	8 19	Beckley	8 29	10 00	10 40	4 47	o 35
							1.0					
------	----------	2.2	f 3 54	----------	----------	----------	Sprague	----------	----------	----------	f 4 30	o 15
							2.3					
------	----------	4.5	f 4 06	----------	----------	----------	W Skelton	----------	----------	----------	f 4 23	o 8
							1.5					
------	----------	6.0	4 14	----------	----------	----------	CRANBERRY	----------	----------	----------	4 15	p 20
			A PM	A AM	A AM	A AM		L AM	L AM	L AM	L PM	
			157 Daily Ex. Sun.	359 Daily	Virginian. 257 Daily	155 Daily		354 Daily	Virginian. 260 Daily	156 Daily	158 Daily Ex. Sun.	

No. 155 has right over No. 354 Beckley Junction to Beckley.
No. 257 has right over No. 260 Beckley Junction to Beckley.
No. 359 has right over No. 156 Beckley Junction to Beckley.
No. 157 has right over No. 158 Beckley Junction to Cranberry.

HINTON DIVISION

WHITE OAK SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 118. In Effect Sunday, Apr. 3, 1927.

Calls	Hours Open	Distance from White Oak Jct.	SECOND CLASS. Virginian. 171 Daily	SECOND CLASS. Virginian. 161 Daily Ex. Sun.	STATIONS.	SECOND CLASS. Virginian. 162 Daily Ex. Sun.	SECOND CLASS. Virginian. 172 Daily	Side Track Capacity in Cars. (45 ft.)
			L PM	L AM		A AM	A PM	
------	----------	3.4	s 3 01	s 7 28	CARLISLE	s 8 20	s 3 55	o60
					0.8			
------	----------	2.6	s 3 05	s 7 32	W Whipple Jct.	s 8 14	s 3 49	----------
					0.5			
------	----------	2.1	s 3 08	s 7 35	Scarbro	s 8 11	s 3 46	p38 Yard
					0.7			
------	----------	1.4	f 3 12	f 7 39	Wingrove	f 8 07	f 3 42	----------
					1.4			
------	Booth	.0	3 20	7 45	WHITE OAK JCT.	8 00	3 35	p22
			A PM	A AM		A AM	A PM	
			Virginian. 171 Daily	Virginian. 161 Daily Ex. Sun.		Virginian. 162 Daily Ex. Sun.	Virginian. 172 Daily	

No. 161 has right over No. 162 Carlisle to White Oak Junction.
No. 171 has right over No. 172 Carlisle to White Oak Junction.

KEENEY'S CREEK SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 118. In Effect Sunday, Apr. 3, 1927.

Distance from Keeneys Creek	SECOND CLASS. 189 Daily Ex. Sun.	STATIONS.	SECOND CLASS. 188 Daily Ex. Sun.	Side Track Capacity in Cars. (45 ft.)
	L AM		A PM	
7.8	10 00	LOOKOUT	3 55	o10
		0.5		
7.3	s10 03	Blume	s 3 52	----------
		0.8		
6.5	s10 08	Rothwell	s 3 47	----------
		0.4		
6.1	10 11	Smokeless	3 44	----------
		0.2		
5.9	10 12	Masters	3 42	----------
		0.2		
5.7	s10 14	Ballenger	s 3 41	----------
		1.0		
4.7	s10 21	Boone	s 3 34	----------
		0.7		
4.0	f10 25	Dearien	f 3 30	----------
		2.5		
1.5	10 38	Switch Back	3 17	----------
		0.8		
0.7	10 45	Hollands Crossing	3 10	----------
		0.7		
.0	10 50	KEENEYS CREEK	3 05	o10
	A AM		L PM	
	189 Daily Ex. Sun.		188 Daily Ex. Sun.	

HAWK'S NEST SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 118. In Effect Sunday, Apr. 3. 1927.

Distance from Hawks Nest.	SECOND CLASS. 197 Sunday Only.	195 Sunday Only.	193 Daily Ex. Sun.	191 Daily Ex. Sun.	STATIONS.	SECOND CLASS. 192 Daily Ex. Sun.	194 Daily Ex. Sun.	196 Sunday Only.	198 Sunday Only.	Side Track Capacity in Cars. (45 ft.)
	L PM	L AM	L PM	L AM		A AM	A PM	A AM	A PM	
2.0	2 45	10 15	5 50	7 40	W ANSTED	8 15	6 50	11 15	3 35	o12
					2.0					
.0	3 00	10 30	6 05	7 55	HAWKS NEST	8 05	6 40	11 05	3 25	Yard
	A PM	A AM	A PM	A AM		L AM	L PM	L AM	L PM	
	197 Sunday Only.	195 Sunday Only.	193 Daily Ex. Sun.	191 Daily Ex. Sun.		192 Daily Ex. Sun.	194 Daily Ex. Sun.	196 Sunday Only.	198 Sunday Only.	

No. 191 has right over No. 192 Ansted to Hawks Nest.
No. 193 has right over No. 194 Ansted to Hawks Nest.
No. 195 has right over No. 196 Ansted to Hawks Nest.
No. 197 has right over No. 198 Ansted to Hawks Nest.

HINTON DIVISION
LOUP CREEK SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 118.
In Effect Sunday, Apr. 3, 1927

Calls	Hours Open	Distance from Thurmond.	237 Sun. only	137 Daily	239 Daily Ex. Sun.	235 Daily Ex. Sun.	135 Daily	STATIONS.	134 Daily	234 Daily Ex. Sun.	238 Daily Ex. Sun.	136 Daily	236 Sun. only	Side Track Capacity in Cars. (45 ft.)
			L PM	L PM	L PM	L AM	L AM		A AM	A AM	A PM	A PM	A PM	
------	----------	12.5	----------	6 00	----------	----------	8 30		8 25	----------	----------	4 05	----------	o20
								1.0						
------	----------	11.5	----------	s 6 04	----------	----------	s 8 34	Mt. Hope	s 8 20	----------	----------	s 3 57	----------	----------
								1.0						
------	----------	10.5	----------	6 08	----------	----------	8 38	W Price Hill Jct.	8 15	----------	----------	3 50	----------	o11
								0.2						
------	Booth	10.3	----------	s 6 10	----------	----------	s 8 42	Macdonald	s 8 12	----------	----------	s 3 48	----------	p25 o10
								0.5						
------	----------	9.8	----------	f 6 13	----------	----------	f 8 45	Turkey Knob	f 8 08	----------	----------	f 3 44	----------	----------
								0.3						
------	Booth	9.5	----------	f 6 15	----------	----------	f 8 47	Dun Loup	f 8 06	----------	----------	f 3 42	----------	----------
								0.7						
------	Booth	8.8	----------	f 6 19	----------	----------	f 8 51	Derryhale	f 8 02	----------	----------	f 3 38	----------	----------
								1.0						
------	Booth	7.8	----------	s 6 24	----------	----------	s 8 55	Sun	s 7 57	----------	----------	s 3 33	----------	----------
								0.3						
------	Booth	7.5	----------	s 6 30	----------	----------	s 8 57	White Oak Jct.	s 7 55	----------	----------	s 3 30	----------	p22
								0.6						
------	Booth	6.9	----------	s 6 34	----------	----------	s 9 00	Glen Jean	s 7 50	----------	----------	s 3 21	----------	o 4
								0.6						
------	----------	6.3	----------	s 6 37	----------	----------	s 9 04	Red Star	s 7 47	----------	----------	s 3 17	----------	p 9
								0.8						
------	Booth	5.5	----------	s 6 43	----------	----------	s 9 09	W Harvey	s 7 43	----------	----------	s 3 13	----------	Yard
								3.1						
------	Booth	2.4	----------	f 6 58	----------	----------	f 9 19	Meadow Fork	f 7 29	----------	----------	f 2 57	----------	----------
								2.1						
------	Booth	0.3	s 1 12	s 7 08	1 17	11 32	s 9 27	So. Side Jct.	s 7 22	s10 32	s12 08	s 2 47	s12 12	Yard
								0.3						
DU	Continuous	.0	1 15 A PM	7 13 A PM	1 20 A PM	11 35 A AM	9 30 A AM	Wt THURMOND	7 20 L AM	10 30 L AM	12 05 L PM	2 45 L PM	12 10 L PM	Yard
			237 Sun. only	137 Daily	239 Daily Ex. Sun.	235 Daily Ex. Sun.	135 Daily		134 Daily	234 Daily Ex. Sun.	238 Daily Ex. Sun.	136 Daily	236 Sun. only	

SOUTH SIDE SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 118.
In Effect Sunday, Apr. 3, 1927.

Distance from South Side Junc.	SECOND CLASS. 239 Daily Ex. Sun.	STATIONS.	SECOND CLASS. 238 Daily Ex. Sun.
	L PM		A PM
.0	12 09	SOUTH SIDE JCT.	1 16
		2.2	
2.2	f12 20	So. Rush Run	f 1 05
		0.6	
2.8	f12 23	Red Ash	f 1 01
		2.6	
5.4	f12 33	Brooklyn	f12 48
		1.3	
6.7	12 40 A PM	CUNARD	12 41 L PM
	239 Daily Ex. Sun.		238 Daily Ex. Sun.

No. 239 has right over No. 238 So. Side Jct.. to Cunard.

REND AND ROCK LICK SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 118.
In Effect Sunday, Apr. 3, 1927.

Distance from So. Side Jct.	SECOND CLASS. 237 Sunday Only	235 Daily Ex. Sun.	STATIONS.	SECOND CLASS. 234 Daily Ex. Sun.	236 Sunday Only	Side Track Capacity in Cars. (45 ft.)
	L PM	L AM		A AM	A PM	
4.5	12 37	10 57	MINDEN.	10 55	12 33	o 258
			1.4			
3.1	12 44	11 04	Rock Lick Jct.	10 46	12 26	----------
			1.2			
4.3	12 50	11 10	Rock Lick	----------	----------	o 20
			1.2			
3.1	12 56	11 16	Rock Lick Jct.	10 46	12 26	----------
			3.1			
.0	1 11 A PM	11 31 A AM	SOUTH SIDE JCT.	10 32 L AM	12 12 L PM	Yard
	237 Sunday Only	235 Daily Ex. Sun.		234 Daily Ex. Sun.	236 Sunday Only	

GAULEY SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 118.
In Effect Sunday, Apr. 3, 1927.

Distance from Gauley	SECOND CLASS. 129 Daily Ex. Sun.	STATIONS.	SECOND CLASS. 128 Daily Ex. Sun.	Side Track Capacity in Cars. (45 ft.)
	L AM		A PM	
.0	11 00	GAULEY	2 40	----------
		1.4		
1.4	s11 08	K. & M. Junction	s 2 30	Yard
		2.6		
4.0	s11 15	Gamoca	s 2 20	o 6
		2.8		
6.8	f11 30	Rich Creek Junction	2 07	----------
		2.5		
9.3	11 45	Bryce	----------	----------
		2.5		
6.8	f12 01	Rich Creek Junction	f 2 07	----------
		0.4		
7.2	s12 05	W Belva	s 2 04	o 10
		0.5		
7.7	f12 10	Open Fork Junction	2 00	----------
		3.4		
11.1	12 25	Bentree	----------	----------
		3.4		
7.7	f12 45	Open Fork Junction	f 2 00	----------
		6.7		
14.4	1 15 A PM	GREENDALE	1 30 L PM	----------
	129 Daily Ex. Sun.		128 Daily Ex. Sun.	

No. 129 has righ over 128 Gauley to Greendale.

HINTON DIVISION

GENERAL INSTRUCTIONS.

SINGLE TRACK.—Eastward trains are superior to Westward trains of the same class. (See Rule 72.)

DOUBLE TRACK.—Trains will run on the right-hand track, and will not cross over to the left-hand track, unless under protection.

A.—Standard Clocks.

Hinton	Telegraph office.
Quinnimont	Telegraph office.
Thurmond	Telegraph office.
Handley	Telegraph office.
Raleigh	Dispatchers office.

B.—Bulletin Books, Watch Register Blanks.

Hinton	Telegraph office.
Quinnimont	Telegraph office.
Thurmond	Telegraph office.
Sewell	Telegraph office.
Keeneys Creek	Telephone booth.
Hawks Nest	Agent's office.
Gauley	Yard office.
Handley	Telegraph office.
Raleigh	Dispatchers office.
Beckley	Ticket office.
White Oak Jct	Telephone booth.

C.—Yard Limits. (Designated by " Yard Limit" boards).

Hinton	Sewell
Quinnimont	Handley
Thurmond	Gauley

(See Rule 93.)

D.—Maximum speed—

Location and Conditions.	Passenger and Express Trains		Freight Trains		
	Normal	Using G6-7-8-9 engines	Fast	Slow	Local
Between Hinton and Quinnimont	60	40	35	30	35
Between Quinnimont and Handley	50	40	35	30	35
Except: When handling 70 ton or heavier capacity loaded cars	----	----	----	----	30
Through Stretchers Neck and Blue Hole tunnels and crossing Sewell and Hawks Nest bridges	20	20	10	10	10
Through other tunnels	45	40	20	20	20
On curves, eastward track between Macdougal and Kaymoor	30	30	20	20	20
All Mallet Engines	25	25	25	25	25
Engines running backward, with or without cars and trains handling steam cranes, shovels or ditchers	20	20	20	20	20
	15	15	15	15	15
	on tangents		on curves		
Thru turn-outs at ends of double track	35	35	25	15	15
Thru Main line No. 16 cross-overs at MacDougal and M. X. Cabin	30	30	30	15	15
Thru turn-outs at end of passing sidings and all Main line cross-overs except as listed above	15	15	15	15	15
Laurel Creek Sub-Division	10	10		10	10
Piney Creek, Raleigh & So. Western and Winding Gulf Sub-divisions	25	25	----	12	12
Piney River and Paint Creek, White Oak, Loup Creek, South Side and Rend Sub-divisions	20	20	----	12	12
Keeneys Creek Sub-division	12	12	----	8	8
Hawks Nest Sub-division	15	15	----	8	8
Gauley and Rich Creek Sub-divisions	25	25	----	15	15
Powellton Sub-division	15	15	----	10	10
Except engines running backwards with or without cars and trains handling steam cranes, shovels or ditchers	12	15	----	10	10

E.—Junctions and Crossings—

Meadow Creek	Junction of Sewell Valley Railroad. (Interlocked.)
Quinnimont	Junction of Laurel Creek Sub-division. (Interlocked.)
Prince	Junction of Piney Creek Sub-division. (Interlocked.)
Thurmond	Junction of Loup Creek Sub-division.
Keeneys Creek	Junction of Keeneys Creek Sub-division.
Hawks Nest	Junction of Hawks Nest Sub-division.
Gauley	Junction of Gauley Sub-division. (Interlocked.)
Deep Water	Junction of Virginian Railway.
Mt. Carbon	Junction of Powellton Sub-division.
Morris Creek Jct.	Junction of Morris Creek Sub-division.
Blue Jay Jct.	Junction of Glade Creek and Raleigh Sub-division.
Raleigh	Junction of Raleigh and Southwestern Sub-division.
Beckley Jct.	Junction of P. R. & P. C. Sub-division.
Forest	Junction of Winding Gulf Sub-division.
Pemberton	Junction of Virginian Railway.
Stone Coal Jct.	Junction of Winding Gulf and Stone Coal Sub-divisions and Virginian Railway.
Admiralty	Junction of Virginian Railway.
South Side Jct.	Junction of Loup Creek, South Side and Rend Sub-divisions.
White Oak Jct.	Junction of White Oak Sub-division, crossing of K. G. J. & E. R. R. and White Oak Sub-division.
Derryhale	Junction of K. G. J. & E. Railroad.
Macdonald	Junction of Price Hill Branch and K. G. J. & E. Railroad.
Carlisle	Junction of Virginian Railway.
K. & M. Jct.	Junction of K. & M. Railway.
Rich Creek Jct.	Junction of Rich Creek Sub-division.
Belva	Junction of Gauley Sub-division and K. & M. Railway.

F.—When from any cause an engine, under steam, is cut out of 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 out must not use a main track unless protected in accordance with Rule 99, or by train orders.

G.—When required to take siding, a train will enter at first switch of the passing siding.

H.—Double Track—
Hinton to Prince.
X. N. Cabin to C. H. Cabin.
Gauley to Handley.
Single Track—Between Prince and X. N. Cabin, controlled by three position absolute signals.
(Rule 601 to 670, inclusive.)
Single Track.—Between C. H. Cabin and G. U. Cabin controlled by three position Interlocking Signals, (Rules 601 to 670, inclusive); and by three position Automatic Signals, (Rules 501 to 521, inclusive.)
Trains will not enter Single Track between Prince and X. N. Cabin nor C. H. Cabin and G. U. Cabin without receiving proper proceed signal indication, or by train order authority.

I.—Rules D-151, D-152, D-251 to D-254, D-501 to D-521 and 601 to 670, inclusive, Book of Rules, are effective between Hinton and Handley.
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.
Signalmen will not display clear signals for inferior trains on the time of nor 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.

J.—Trains may be started without orders and will run as Extras—
Westward from Hinton.
Eastward and Westward from Quinnimont.
Eastward from Prince.
Eastward and Westward from Thurmond.
Eastward from Sewell.
Eastward from Macdougal.
Eastward and Westward from Gauley.
East from Handley.
New River Sub-division shifting engines will work as extras daily (day and night) between Quinnimont and C. H. Cabin and Kanawha Sub-division shifting engines will work as extras daily (day and night) between Handley and Gauley. Shifting engines will protect at all times against other extras.
Keeneys Creek, Hawks Nest, Gauley and Powellton Sub-division shifting engines will not have right on main line New River Sub-division.

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

L.—Symbols—

s—Regular Stop.	e—Eastward.
f—Stop on Signal.	w—Westward.
p—Passing Siding.	W—Water Tank.
c—Center Passing Siding.	t—Turntable.
o—Other tracks.	y—"Y" tracks.

Figures in small circle opposite station name indicate speed limits thru city or town. Where limits for passenger and freight trains are different upper figure indicates passenger train and lower figure, freight train speed limits.

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

N.—Employes are forbidden to ride on front end of engines not equipped with steps.

O.—Location and length of Turntables:

Hinton	115 feet
C. S. Cabin	100 feet
Thurmond	70 feet

P.—Location of "Y" tracks, length of tail track:

Hinton	160 feet
Quinnimont	Any
Raleigh	Any
Lester	410 feet

Q.—(a) On double track Divisions or Sub-Divisions, extras will not display classification signals.
(b) On single track Divisions or Sub-Divisions where freight trains are scheduled in both directions, extras will display classification signals in both directions.
(c) On single track Divisions or Sub-Divisions, where freight trains are scheduled in one direction, extras will display classification signals in the direction only that freight trains are scheduled.
(d) On Coal Field Divisions or Sub-Divisions, where freight trains are not scheduled in either direction, extras will not display classification signals in either direction.
(See Rule 21.)

R.—A white signal, displayed on a bridge, indicates that workman are working under or about it. Inspirators should be neither opened nor closed while engines are passing over bridges thus protected.

S.—In addition to complying with General Rule "U" ENGINE AND TRAIN CREWS must observe passing trains and be in position to give signals to and receive signals from employes thereon.
Employes in train, station and maintenance of way service will use the following signals in calling the attention of train crews to defective conditions of trains:

Hot Journals:
By day, hold nose with first finger and thumb of right hand and point downward toward track with left hand.
By night, swing lamp in small vertical circle. Lamp to be held in hand by the guard wires around globe.

Connections Dragging:
By day or night, stop signal.

Brakes Sticking:
By day, shove hand in sliding movement out from body.
By night, shove lamp in sliding movement out from body.

HINTON DIVISION

SPECIAL INSTRUCTIONS.

Flag stops—

Barksdale	f7 and 14.
Brooks, Long Bottom	f7, 8, 13 and 14.
Glade, Thayer	f7, 8, 13 and 14.
Dunfee	f7 and 8.
Claremont, Stone Cliff, Rush Run, Beury, Fire Creek, East Sewell	f7, 8, 13 and 14.
Caperton, Keeneys Creek, Nuttall, Elmo, Hawks Nest	f7 and 13.
Bachman, Kaymoor, South Nuttall, Elverton, So. Caperton	f8 and 14.
Gaymont	f7.
Macdougal, Cotton Hill, Old Gauley	f7, 8, 13 and 14.
Boonesborough	f7 and 8.
Eagle	f7, 8, 13 and 14.
Crescent	f7, 13 and 14.

No. 1.—Fayette—To discharge passengers holding tickets from points East of Gordonsville.

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

No. 6—Prince—{Flag stop, MONDAY ONLY, to discharge passengers holding tickets from Charleston or beyond.

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

Flag stops—

Royal, McCreary, Norvell, Lanark, Stanaford, Knob Branch, Pine Poca	f155,156,157 and 158
Bickell, Cabell, Metalton, Tolleys	f155 and 156.
Raleigh No. 6 Mine, Viacova	f256 and 259
DeWitt, South Boyd, Cadle Ridge, Kilsythe	f134, 135, 136 and 137.
McKell	f161 and 162.
Vanetta, Gamoca, Wyndal, Belva, Vaughan, Mt. Carmel, Buck Run, Dixie	f128 and 129

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

Piney Creek Sub-division trains will be governed by New River Sub-division Time Table between Prince and Quinnimont.

Laurel Creek Sub-division trains will get clearance card before leaving Quinnimont.

Piney Creek Sub-division trains will get clearance card before leaving Prince.

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

Piney River and Paint Creek Sub-division trains will register at Beckley.

Loup Creek, Rend and South Side Sub-division trains will get clearance card before leaving Thurmond.

White Oak Sub-division trains will get clearance card before leaving White Oak Junction and will register at White Oak Junction.

Gauley Sub-division trains will get clearance card before leaving Gauley.

When stopping freight trains of 25 or more loaded cars for water or coal on line of road, air brakes must be applied by engineman and engine detached. If on a grade, the hand brakes must be applied to hold train. While taking coal or water, engine brakes must be held applied.

TELEPHONE CALLS.

PINEY CREEK SUB-DIVISION.

Quinnimont Yard Office—One long, one short.
Quinnimont Telegraph Office—One short, one long.
Prince—Two short, one long.
Terry Jct.—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, on e short.
Beckley Jct.—Two short, one long, two short.
Beckley—One short, one long, two short.
Mabscott—Two long, one short.

RALEIGH & SOUTHWESTERN AND WINDING GULF SUB-DIVISIONS.

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 Jct.—Two short, one long, one short.

LOUP CREEK SUB-DIVISION.

Thurmond Telegraph 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 .ong.
Derryhale—Two short, one long, two short.
Dunloup "Y"—Two short.
Macdonald—One long, two short.

SPEED SCHEDULE.

TIME PER MILE.	Miles per Hour.	TIME PER MILE.	Miles per Hour.	TIME PER MILE.	Miles per Hour.
0 min. 55 sec.	65.4	2 min. 5 sec.	28.8	3 min. 30 sec.	17.1
0 " 56 "	64.3	2 " 10 "	27.7	3 " 35 "	16.7
0 " 57 "	63.2	2 " 15 "	26.6	3 " 40 "	16.3
0 " 58 "	62.1	2 " 20 "	25.7	3 " 45 "	16.0
0 " 59 "	61.0	2 " 25 "	24.8	3 " 50 "	15.6
1 " 0 "	60.0	2 " 30 "	24.0	3 " 55 "	15.3
1 " 5 "	55.4	2 " 35 "	23.2	4 " 0 "	15.0
1 " 10 "	51.4	2 " 40 "	22.5	4 " 17 "	14.0
1 " 15 "	48.0	2 " 45 "	21.8	4 " 36 "	13.0
1 " 20 "	45.0	2 " 50 "	21.1	5 " 0 "	12.0
1 " 25 "	42.3	2 " 55 "	20.6	5 " 27 "	11.0
1 " 30 "	40.0	3 " 0 "	20.0	6 " 0 "	10.0
1 " 35 "	37.9	3 " 5 "	19.4	6 " 40 "	9.0
1 " 40 "	36.0	3 " 10 "	18.9	7 " 30 "	8.0
1 " 45 "	34.3	3 " 15 "	18.4	8 " 34 "	7.0
1 " 50 "	32.7	3 " 20 "	18.0	10 " 0 "	6.0
1 " 55 "	31.3	3 " 25 "	17.5	12 " 0 "	5.0
2 " 0 "	30.0				

SURGICAL STAFF.

STATION.	SURGEON'S NAME	OFFICE ADDRESS.	TELEPHONE No.
Hinton, W. Va.	O. O. Cooper	322 Temple Street	70 (Bell)
	G. K. Nutting	217 Temple Street	70 (Bell)
	W. L. Van Sant	217 Temple Street	70 (Bell)
	R. C. Broaddus	217 Temple Street	70 (Bell)
Meadow Creek, W. Va.	J. H. Wilson	Meadow Creek, W. Va.	21 K. 12
Prince, W. Va.	W. D. Lewis	Prince, W. Va.	9101 F. 2
Claremont, W. Va.	C. W. Lemon	Claremont, W. Va.	4-F 3 Thurmond
Elverton, W. Va.	F. W. Groom	Elverton, W. Va.	44 F 3
Ansted, W. Va.	L. O. Fox	Ansted, W. Va.	Montgomery Exchange
Thurmond, W. Va.	C. F. Ridge	Stone B'ldg.	Res. 129—Office 70
Harvey, W. Va.	Gory Hogg	Harvey, W. Va.	Mt. Hope 175
Dunloup, W. Va.	H. A. Walkup	Dunloup, W. Va.	Mt. Hope 43 and 80
Raleigh, W. Va.	M. C. Banks	Raleigh, W. Va.	196M
Blue Jay, W. Va.	W. H. Cunningham	Blue Jay, W. Va.	Res. 1114—Office 12
Beckley, W. Va.	J. A. Campbell	Beckley, W. Va.	177
	B. B. Wheeler	Beckley, W. Va.	443
	L. G. Hauser	Beckley, W. Va.	
	K. M. Jarrold	Beckley, W. Va.	Res. 239—Office 571
	A. N. Tieche	Beckley, W. Va.	601
McAlpin, W. Va.	G. W. Johnson	McAlpin, W. Va.	15
McKendree, W. Va.	M. V. Godby	McKendree, W. Va.	28
Kaymoor, W. Va.	T. B. Daugherty	Kaymoor, W. Va.	18 F. 13 Thurmond
Gauley, W. Va.	L. R. Harless	Gauley Bridge, W. Va.	31 K. 4 Montgomery
Montgomery, W. Va.	W. R. Laird	200 Merchants Nat. Bank B'ld.	241
	Ben F. Brugh	406 6th Ave.	Res. 312—Office 241
	H. C. Skaggs	602 3rd Ave.	41
	W. Nelson	Montgomery, W. Va.	
Handley, W. Va.	J. E. Musgrave	Handley, W. Va.	314 F. 2

W. T. LIPSCOMB,	Train Master, New River Sub-division (Main Line)	Hinton, W. Va.
B. T. CORKER,	Terminal Train Master	Hinton, W. Va.
W. L. GLASS,	Road Foreman of Engines	Hinton, W. Va.
F. W. MYERS,	Train Master, New River Sub-division (Coal Sub-divisions)	Thurmond, W. Va.
L. C. HOUCHINS,	Assistant Train Master, Piney Creek and Laurel Creek Sub-division	Raleigh, W. Va.
T. E. HANIFIN,	Chief Train Dispatcher	Hinton, W. Va.
J. M. GOOCH,	Assistant Train Master and R. F. of E., Coal Sub-divisions	Raleigh, W. Va.
J. C. HUDDLESTON,	Assistant Train Master, Gauley Sub-division	Gauley, W. Va.
H. M. CHURCH,	Division Engineer	Hinton, W. Va.