THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION

HINTON DIVISION

Time Table No. 124

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

Sunday, October 4, 1931.

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,	A. T. LOWMASTER,	E. L. BOCK,	F. D. BEALE,	H. T. BROWN,
Vice President and General Manager	General Superintendent Transportation	General Superintendent	Assistant General Superintendent	Superintendent

MITCHELL & HOTCHKISS PRINT, RICHMOND, VA.

WESTWARD

HINTON DIVISION

NEW RIVER SUB-DIVISION

THIRD CLASS.			SECOND CLASS.					FIRST CLASS.				TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	Distance from Hinton.	Calls	Hours Open
95 Daily	99 Daily	93 Daily	157 Daily Ex. Sun.	13 Daily	189 Mixed Daily Ex. Sun.	155 Daily	7 Daily Ex. Sun.	5 Daily	47 Daily	3 Daily	1 Daily				
L PM	L PM	L AM	L PM	L PM	L AM	L AM	L AM	L PM	L PM	L AM	L AM				
				12 50			5 30	11 40	7 05	8 50	1 34	Wty HINTON	.0	HX	Continuous
												2.0 C. W. Cabin	2.0	CW	Continuous
4 30	1 30	5 15										3.0 R. K. Cabin	5.0		
4 39	1 40	5 27		12 59			5 39	11 49	7 13	9 00	1 42	4.0 W Sandstone	9.0		
4 48	1 50	5 37		s 1 08			s 5 48	11 55	7 18	9 06	1 47	3.3 Meadow Creek	12.3	MD	Continuous
4 56	1 58	5 47		s 1 17			s 5 57	11 59	7 22	s 9 12	1 51	9.4 Wy Quinnimont	21.7	QN	Continuous
5 15	2 17	6 07	1 55	s 1 37		7 05	s 6 18	12 11	7 34	9 25	2 02	1.2 Prince (WEDT)	22.9	NI	Continuous
5 19	2 21	6 14	s 1 59	s 1 42		s 7 09	s 6 22	12 13	7 36	9 27	2 04	0.9 X. N. Cabin (EEDT)	23.8		
5 23	2 24	6 17		1 45			6 24	12 15	7 38	9 29	2 06	2.4 McKendree	26.2		
5 28	2 30	6 24		f 1 51			f 6 30	12 19	7 42	9 33	2 10	6.2 t C. S. Cabin	32.4	CS	Continuous
5 38	2 40	6 38		2 06			6 45	12 28	7 50	9 42	2 18	1.3 Wt Thurmond ⑩	33.7	DU	Continuous
5 47	2 50	6 45		s 2 15			s 6 55	s12 33	s 7 54	s 9 48	2 22	6.8 W Sewell	40.5	ED	Continuous
6 05	3 08	7 05		s 2 34	11 20		s 7 15	12 45	8 06	10 00	2 34	2.6 W Keeneys Creek	43.1		
6 14	3 16	7 11		f 2 41	s11 29		f 7 23	12 50	8 10	10 05	2 38	4.7 Fayette	47.2	FA MZ	7.10 a. m. to 4.10 p. m. 9.00 a. m. to 7.00 p. m.
6 23	3 26	7 20		s 2 51			s 7 33	12 57	8 17	s10 12	2 45				
6 33	3 36	7 30		3 03			7 45	1 06	8 25	10 21	2 52	4.6 M. A. Cabin	51.8	MA	Continuous
6 38	3 41	7 35		3 07			7 49	1 10	8 28	10 25	2 55	2.4 W C. H. Cabin (WEDT)	54.2	CH	Continuous
6 46	3 49	7 46		3 14			7 56	1 17	8 35	10 31	3 02	3.5 G. U. Cabin (EEDT)	57.7	GU	Continuous
				s 3 16			s 7 58					0.2 Gauley	57.9		
7 01	4 01	8 02		s 3 27			s 8 11	1 27	8 44	10 44	3 11	6.3 Deepwater	64.2	VN	Continuous
				s 3 30			f 8 13			s10 47		0.8 West Deepwater	65.0		
7 06	4 06	8 05		s 3 35			s 8 17	1 31	8 48	10 52	3 15	1.6 Mt. Carbon	66.6		
7 15	4 15	8 13		s 3 44			s 8 27	s 1 37	8 55	s10 58	3 22	3.8 Montgomery ⑯	70.4	CN	8.10 a. m. to 5.10 p. m.
7 25	4 30	8 20		s 3 49			s 8 34	1 45	9 00	11 05	3 27	2.1 Wt HANDLEY	72.5	RO	Continuous
A PM	A PM	A AM	A PM	A PM	A AM	A AM	A AM	A AM	A PM	A AM	A AM				
95 Daily	99 Daily	93 Daily	157 Daily Ex. Sun.	13 Daily	189 Mixed Daily Ex. Sun.	155 Daily	7 Daily Ex. Sun.	5 Daily	47 Daily	3 Daily	1 Daily				

HINTON DIVISION

NEW RIVER SUB-DIVISION

EASTWARD

TIME TABLE No. 124.
In Effect Sunday, Oct. 4, 1931.

Side Track Capacity in Cars (45 ft.)	Distance from Handley.	STATIONS.		FIRST CLASS. 4 Daily	46 Daily	6 Daily	2 Daily	SECOND CLASS. 156 Daily	14 Daily	158 Daily Ex. Sun.	8 Daily Ex. Sun.	THIRD CLASS. 94 Daily	98 Daily	96 Daily	92 Daily			
				A AM	A AM	A PM	A AM	A AM	A PM	A PM	A PM	A AM	A AM	A PM	A PM			
Yard	72.5	Wty	HINTON	6 22	6 45	6 35	12 50		1 03		8 30							
			2.0															
	70.5		C. W. Cabin									5 00	11 30	5 30	7 00			
			3.0															
c 61 o 3	67.5		R. K. Cabin	6 13	6 36	6 26	12 41		12 52		8 17	4 45	11 00	5 05	6 45			
			4.0															
o 22	63.5	W	Sandstone	6 07	6 31	6 21	12 36		s12 44		s 8 07	4 30	10 40	4 50	6 35			
			3.3															
e 145 w110 o132	60.2		Meadow Creek	6 03	6 27	s 6 17 92	12 32		s12 37		s 7 57	4 22	10 22	4 30	6 17 6			
			9.4															
e103 w 90 Yard	50.8	Wy	Quinnimont	5 49	6 14	f 6 02	12 19	11 25	s12 16	5 23	s 7 34	4 00	9 45	4 05	5 55			
			1.2															
o 8	49.6		Prince (WEDT)	5 42	6 12	5 57	12 17	11 20	s12 06	5 18	s 7 24	3 56	9 35	4 00	5 48			
			0.9															
	48.7		X. N. Cabin (EEDT)	5 40	6 09	5 54	12 15		12 01		7 21	3 53	9 30	3 55	5 43			
			2.4															
c57 o 35	46.3		McKendree	5 36	6 04	5 50	12 10		f11 55		f 7 17	3 45	9 25	3 47	5 35			
			6.2															
c117	40.1	t	C. S. Cabin	5 28	5 56	5 42	12 01		11 38		7 04	3 30	9 10	3 35	5 20			
			1.3															
e135 Yard	38.8	Wt	Thurmond ⑩	s 5 24	s 5 53	s 5 38	s11 58		s11 35		s 7 00	3 20	9 00	3 28	5 10			
			6.8															
Yard	32.0	W	Sewell	5 10	5 42	5 25	11 47		s11 15		s 6 40	3 05	8 40	3 08	4 45			
			7.0															
e105 w110 o11 o 36	25.0		South Fayette	4 59	5 31	f 5 13	11 36		s10 55		s 6 22	2 46	8 15	2 40	4 20			
			4.3															
	20.7		M. A. Cabin	4 51	5 22	5 05	11 28		10 42		6 09	2 34	7 52	2 25	3 57			
			2.4															
o 18	18.3	W	C. H. Cabin (WEDT)	4 48	5 19	5 02	11 25		10 39		6 05	2 30	7 46	2 20	3 50			
			3.5															
p115	14.8		G. U. Cabin (EEDT)	4 40	5 12	4 55	11 18		10 31		5 59	2 21	7 36	2 11	3 31			
			0.2															
c 61	14.6		Gauley						s10 27		s 5 58							
			6.3															
e100 w106 Yard	8.3		Deepwater	4 30	5 03	4 45	11 09		s10 07		s 5 44	2 05	7 20	1 56	3 20			
			0.8															
	7.5		West Deepwater						s10 05									
			1.6															
Yard	5.9	W	Mt. Carbon	4 26	4 59	4 41	11 05		f 9 59		s 5 38	1 58	7 10	1 48	3 15			
			3.8															
Yard	2.1		Montgomery ⑲	s 4 20	4 53	s 4 35	s10 59		s 9 53		s 5 31	1 50	7 00	1 38	3 07			
			2.1															
Yard	.0	Wt	HANDLEY	4 15	4 50	4 30	10 55		9 45		5 25	1 45	6 50	1 30	3 00			
				L AM	L AM	L PM	L PM	L AM	L AM	L PM	L PM	L AM	L AM	L PM	L PM			
				4 Daily	46 Daily	6 Daily	2 Daily	156 Daily	14 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. 124.
In Effect Sunday, Oct. 4, 1931.

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	2 00	----------	7 10	PRINCE	----------	s 11 19	5 17	o 8
						1.4				
------	Booth	1.4	f 2 05	----------	f 7 15	Terry Junction	----------	f 11 12	f 5 13	----------
						2.0				
------	----------	3.4	f 2 13	----------	f 7 20	Wright	----------	f 11 05	f 5 03	----------
						1.9				
DO	Continuous	5.3	f 2 19	----------	f 7 25	Stonewall	----------	f 10 59	f 4 58	p 71
						1.2				
------	Booth	6.5	2 24	----------	7 30	Dorsey	----------	10 55	4 52	p 22
						1.6				
------	----------	8.1	f 2 30	----------	f 7 35	W White Stick	----------	f 10 51	f 4 49	----------
						2.1				
------	Booth	10.2	2 37	----------	7 42	Rodes	----------	10 45	4 44	p 40
						3.4				
RA	Continuous	13.6	s 2 57	----------	s 8 05	Wy Raleigh	9 13	s 10 35	s 4 36	Yard
						0.6				
------	Booth	14.2	s 3 00	s 8 38	s 8 08	North End Wye	s 9 10	s 10 30	s 4 27	Yard
						1.9				
BJ	7.00 a. m. to 11.00 p. m.	16.1	s 3 08	s 8 45	8 16	Beckley Junction	9 04	s 10 25	4 22	Yard
					8 36			10 08	3 17	
						0.3				
------	Booth	16.4	3 10	----------	s 8 39	Mabscott	----------	s 10 05	3 15	Yard
						2.9				
------	----------	19.3	----------	----------	f 8 47	Burks	----------	f 9 56	----------	p 73 o 8
						1.7				
------	----------	21.0	----------	----------	f 8 53	Admiralty	----------	f 9 49	----------	o 8
						2.6				
------	----------	23.6	----------	----------	f 9 01	W Baylor	----------	f 9 39	----------	o 12
						1.8				
VO	8.00 a. m. to 5.00 p. m.	25.4	----------	----------	s 9 08	Surveyor	----------	s 9 33	----------	o 25
						2.2				
------	----------	27.6	----------	----------	9 15	y LESTER	----------	9 25	----------	o 18
			A PM	A AM	A AM		L AM	L AM	L PM	
			157 Daily Ex. Sun.	Virginian. 257 Daily	155 Daily		Virginian. 260 Daily	156 Daily	158 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 — EASTWARD

Calls	Hours Open	Distance from Raleigh.	SECOND CLASS. Virginian. 259 Daily	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	SECOND CLASS. Virginian. 256 Daily	SECOND CLASS. 158 Daily	Side Track Capacity in Cars. (45 ft.)
			L AM		A AM	A PM	
RA	Continuous	.0	9 20	Wy RALEIGH		4 36	Yard
				0.5			
BY	Continuous	0.5	9 24	South End Wye	8 37	4 32	
				2.0			
------	Booth	2.5	s 9 34	Fitzpatrick	s 8 30	----------	o 15
				3.3			
------	Booth	5.8	f 9 43	W Forest	f 8 20	----------	o 18
				0.3			
QN	Continuous	6.1	9 45	PEMBERTON	8 18	----------	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 — EASTWARD

Calls	Hours Open	SECOND CLASS. 153 Daily	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	SECOND CLASS. 154 Daily	Distance from Quinnimont.	Side Track Capacity in Cars. (45 ft.)
		L AM		A PM		
------	--------	11 25	LAYLAND	2 20	6.0	----------
			0.6			
------	--------	s 11 30	Hemlock Hollow	s 2 15	5.4	Yard
			0.3			
------	--------	f 11 32	Brownwood	f 2 12	5.1	----------
			0.6			
------	--------	f 11 36	Big Q	f 2 08	4.5	----------
			0.5			
------	--------	f 11 40	Laurel	f 2 05	4.0	----------
			1.1			
------	--------	f 11 45	Export	f 2 00	2.9	----------
			2.1			
------	--------	f 11 55	Coke Ovens	f 1 50	0.8	----------
			0.8			
QN	Continuous	12 01	Wy QUINNIMONT	1 45	.0	Yard
		A PM		L PM		
		153 Daily	No. 153 has right over No. 154 Layland to Quinnimont.	154 Daily		

PINEY RIVER AND PAINT CREEK SUB-DIVISION

WESTWARD — EASTWARD

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. 124. In Effect Sunday, Oct. 4, 1931. 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	7.00 a. m. to 11.00 a. m.	.0	3 18	10 09	8 46	8 17	BECKLEY JUNCTION	8 35	9 03	10 24	4 21	Yard
							1.2					
------	--------	1.2	s 3 30	10 14	8 51	8 22	Beckley	8 30	8 58	10 19	s 4 16	o 35
							1.0					
------	--------	2.2	f 3 35	----------	----------	----------	Sprague	----------	----------	----------	f 4 10	o 15
							2.3					
------	--------	4.5	f 3 45	----------	----------	----------	W Skelton	----------	----------	----------	f 3 58	o 8
							1.5					
------	--------	6.0	3 50	----------	----------	----------	CRANBERRY	----------	----------	----------	3 51	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

Calls	Hours Open	SECOND CLASS. Virginian. 171 Daily	SECOND CLASS. Virginian. 161 Daily Ex. Sun.	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	SECOND CLASS. Virginian. 162 Daily Ex. Sun.	SECOND CLASS. Virginian. 172 Daily	Distance from White Oak Jct.	Side Track Capacity in Cars. (45 ft.)
		L PM	L AM		A AM	A PM		
		s 3 01	s 7 18	CARLISLE	s 8 00	s 3 55	3.4	o60
				0.8				
		s 3 05	s 7 22	Scarbro	s 7 56	s 3 49	2.6	
				1.2				
		f 3 12	f 7 29	Wingrove	f 7 49	f 3 42	1.4	
				1.4				
	Booth	3 18	7 35	W WHITE OAK JUNCTION	7 42	3 35	.0	p22
		A PM	A AM		L AM	L 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.

WESTWARD — EASTWARD

KEENEY'S CREEK SUB-DIVISION

SECOND CLASS. 189 Daily Ex. Sun.	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	SECOND CLASS. 188 Daily Ex. Sun.	Distance from Keeneys Creek.	Side Track Capacity in Cars. (45 ft.)
L PM		A PM		
12 30	LOOKOUT	12 22	7.8	o10
	0.5			
s 12 33	Blume	s 12 17	7.3	
	0.8			
s 12 38	Rothwell	s 12 12	6.5	
	0.4			
12 41	Smokeless	12 09	6.1	
	0.2			
12 42	Masters	12 07	5.9	
	0.2			
s 12 44	Ballenger	s 12 06	5.7	
	1.0			
s 12 51	Boone	s 11 59	4.7	
	0.7			
f 12 55	Dearien	f 11 55	4.0	
	2.5			
1 08	Switch Back	11 42	1.5	
	0.8			
1 15	Hollands Crossing	11 35	0.7	
	0.7			
1 20	KEENEYS CREEK	11 30	.0	o10
A PM		L AM		
189 Daily Ex. Sun.		188 Daily Ex. Sun.		

WESTWARD — EASTWARD

HAWK'S NEST SUB-DIVISION

SECOND CLASS. 195 Sunday Only.	SECOND CLASS. 193 Daily Ex. Sun.	SECOND CLASS. 191 Daily Ex. Sun.	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	SECOND CLASS. 192 Daily Ex. Sun.	SECOND CLASS. 194 Daily Ex. Sun.	SECOND CLASS. 196 Sunday Only.	Distance from Hawks Nest.	Side Track Capacity in Cars. (45 ft.)
L AM	L PM	L AM		A AM	A PM	A AM		
10 15	5 50	7 20	W ANSTED	8 05	6 35	11 05	2.0	o12
			2.0					
10 30	6 05	7 35	HAWKS NEST	7 50	6 20	10 50	.0	Yard
A AM	A PM	A AM		L AM	L PM	L AM		
195 Sunday Only.	193 Daily Ex. Sun.	191 Daily Ex. Sun.		192 Daily Ex. Sun.	194 Daily Ex. Sun.	196 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.

HINTON DIVISION
LOUP CREEK SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931.

Calls	Hours Open	SECOND CLASS. 137 Daily	239 Daily Ex. Sun.	235 Daily Ex. Sun.	135 Daily Ex. Sun.	STATIONS.	134 Daily Ex. Sun.	234 Daily Ex. Sun.	238 Daily Ex. Sun.	136 Daily	Distance from Thurmond.	Side Track Capacity in Cars. (45 ft.)
		L PM	L PM	L AM	L AM		A AM	A AM	A AM	A PM		
		4 35			8 30	PRICE HILL	8 10			3 50	12.5	o20
		s 4 39			s 8 34	1.0 Mt. Hope	s 8 05			s 3 44	11.5	
		4 43			8 38	1.0 Price Hill Junction	8 00			3 39	10.5	o11
		f 4 46			f 8 41	0.2 Macdonald	f 7 57			f 3 38	10.3	p25 o10
		f 4 49			f 8 44	0.5 Turkey Knob	f 7 53			f 3 34	9.8	
	Booth	f 4 53			f 8 49	1.0 Derryhale	f 7 47			f 3 29	8.8	
	Booth	s 4 57			s 8 54	1.0 Sun	s 7 42			s 3 24	7.8	
	Booth	s 5 00			s 8 57	0.3 W White Oak Junction	s 7 38			s 3 21	7.5	p22
	Booth	s 5 03			s 9 00	0.6 Glen Jean	s 7 34			s 3 13	6.9	o 4
		s 5 06			s 9 04	0.6 Red Star	s 7 31			s 3 10	6.3	p 9
	Booth	s 5 11			s 9 09	0.8 Harvey	s 7 27			s 3 07	5.5	Yard
	Booth	f 5 20			f 9 19	3.1 Meadow Fork	f 7 14			f 2 54	2.4	
	Booth	s 5 26	12 54	10 40	s 9 26	2.1 South Side Junction	s 7 07	s 9 52	s11 48	s 2 47	0.3	Yard
DU	Continuous	5 30 A PM	12 57 A PM	10 43 A AM	9 30 A AM	0.3 Wt THURMOND	7 05 L AM	9 50 L AM	11 45 L AM	2 45 L PM	.0	Yard
		137 Daily	239 Daily Ex. Sun.	235 Daily Ex. Sun.	135 Daily Ex. Sun.	No. 135 has right over No. 234, South Side Jct. to Thurmond.	134 Daily Ex. Sun.	234 Daily Ex. Sun.	238 Daily Ex. Sun.	136 Daily		

SOUTH SIDE SUB-DIVISION

WESTWARD — EASTWARD

Distance from South Side Jct.	SECOND CLASS. 239 Daily Ex. Sun.	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	SECOND CLASS. 238 Daily Ex. Sun.
	L AM		A PM
.0	11 48	SOUTH SIDE JUNCTION	12 54
2.2	f 11 58	2.2 South Rush Run	f 12 42
2.8	f 12 01	0.6 Red Ash	f 12 38
5.4	f 12 11	2.6 Brooklyn	f 12 25
6.7	12 17 A PM	1.3 CUNARD	12 19 L PM
	239 Daily Ex. Sun.	No. 239 has right over No. 238, South Side Jct. to Cunard.	238 Daily Ex. Sun.

REND AND ROCK LICK SUB-DIVISION

WESTWARD — EASTWARD

SECOND CLASS. 235 Daily Ex. Sun.	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	CLASS. SECOND 234 Daily Ex. Sun.	Distance from South Side Jct.	Side Track Capacity in Cars. (45 ft.)
L AM		A AM		
10 12	MINDEN	10 11	4.5	o 258
s 10 16	1.4 Rock Lick Junction	s 10 06	3.1	
s 10 21	1.2 Rock Lick		4.3	o 20
s 10 25	1.2 Rock Lick Junction	s 10 06	3.1	
10 40 A AM	3.1 SOUTH SIDE JUNCTION	9 52 L AM	.0	Yard
235 Daily Ex. Sun.		234 Daily Ex. Sun.		

GAULEY SUB-DIVISION

WESTWARD — EASTWARD

Distance from Gauley.	SECOND CLASS. 129 Mixed Daily Ex. Sun.	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.	SECOND CLASS. 128 Mixed Daily Ex. Sun.	Side Track Capacity in Cars. (45 ft.)
	L AM		A PM	
.0	10 50	GAULEY	2 05	
1.4	s 10 58	1.4 K. & M. Junction	s 1 55	Yard
4.0	s 11 05	2.6 Gamoca	s 1 45	o 6
6.8	f 11 20	2.8 Rich Creek Junction	1 30	
9.3	s 11 30	2.5 Bryce		
6.8	f 11 45	2.5 Rich Creek Junction	f 1 30	
7.2	s 11 48	0.4 W Belva	s 1 25	o10
7.7	f 11 53	0.5 Open Fork Junction	1 20	
11.1	s 12 05	3.4 Bentree		
7.7	f 12 20	3.4 Open Fork Junction	f 1 20	
14.4	12 50 A PM	6.7 GREENDALE	12 55 L PM	
	129 Mixed Daily Ex. Sun.	No. 129 has right over No. 128, Gauley to Greendale.	128 Mixed Daily Ex. Sun.	

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 and Notice Books, Watch Register Blanks.

Hinton	Telegraph office.
Quinnimont	Telegraph office.
Thurmond	Telegraph office.
Sewell	Telegraph office.
Hawks Nest	Agent's office.
Gauley	Yard office.
Handley	Telegraph office.
Raleigh	Dispatchers office.
White Oak Junction	Telephone booth.
Meadow Creek	Telegraph office.

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

Hinton	Sewell	Thurmond
Quinnimont	Handley	Gauley

(See Rule 93.)

D.—Maximum speed—

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

E.—Junctions and Crossings—

Meadow Creek	Junction of Sewell Valley Sub-division. (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 Sub-Division and K. G. J. & E. Railroad.
Carlisle	Junction of Virginian Railway.
K. & M. Jct	Junction of N. Y. C. R. R.
Rich Creek Jct	Junction of Rich Creek Sub-division.
Belva	Junction of Gauley Sub-division and N. Y. C. R. R.

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 and Prince.
X. N. Cabin and C. H. Cabin.
Gauley and Handley.
Single Track—Between Prince and X. N. Cabin, controlled by three position absolute singals. (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.
Eastward 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.
Not more than two employes are permitted to ride at one time on the front end or tender foot board or steps on the leading end (direction in which locomotive is actually moving) of moving locomotives. Not more than one employe shall ride on either side of the drawhead. Employes are not permitted to cross over or around the drawhead from one footboard or step to another when the locomotive is in motion.
Employes are not permitted to ride on the front end or tender end-sills or steps of locomotives in road service, except within yard limits, when performing station work, and when work between stations requires a man on the leading end of the locomotive.

O.—Location and length of Turntables:

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

P.—Located 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.

T.—Rule 14 (1) of the Book of Rules, requiring "two long and two short blasts of the engine or motor car whistle" on approaching public crossings at grade, is changed to—"TWO LONG, ONE SHORT AND ONE LONG BLAST."
These four whistle blasts must altogether consume not less than 10 seconds and be so timed with the speed of the train that the last blast will be continued until the engine or motor car is entering the crossing at grade.

U.—STANDARD SPEED LIMIT SIGN is a disc (24 inches in diameter) painted YELLOW with figures thereon painted black:
Top figures indicate speed limit of passenger trains.
Bottom figures indicate speed limit of freight trains.
These signs govern the movement into territory of restricted speed and are located far enough in advance to permit of reducing speed to the authorized speed by time engine reaches the speed limit shown on the sign for freight or passenger trains, as the case may be.
RESUME SPEED LIMIT SIGN is a disc (24 inches in diameter) painted GREEN.
These signs mark the end of the restricted speed limit, when the ENTIRE TRAIN has passed the resume speed sign.

SPECIAL INSTRUCTIONS.

Regular Stops—	
Stone Cliff	7. 8, 13 and 14.
Flag stops—	
Barksdale	7 and 14.
Brooks, Long Bottom, Glade, Thayer	7, 8, 13 and 14.
Dunfee	7 and 8.
Claremont, Rush Run, Beury, Fire Creek, East Sewell	7, 8, 13 and 14.
Caperton, Keeneys Creek, Nuttall, Elmo, Hawks Nest	7 and 13.
Bachman, Kaymoor, South Nuttall, Elverton, South Caperton, Macdougal	8 and 14.
Cotton Hill, Old Gauley, Kanawha Falls	7, 8, 13 and 14.
Boonesborough	7 and 8.
Eagle	7, 8, 13 and 14.
Crescent	7, 13 and 14.

No. 1.—Thurmond—To discharge revenue passengers from Richmond, Washington or beyond.

No. 4.—Quinnimont—To discharge revenue passengers from Charleston or beyond.

No. 14.—All stations between Handley and West Deepwater, shown as flag stops only to discharge or receive revenue passengers.

No. 46.—Montgomery—To discharge revenue passengers from Columbus or beyond

No. 47.—Montgomery—To receive or discharge revenue passengers.

HINTON DIVISION

SPECIAL INSTRUCTIONS—(Continued).

Flag stops—

Royal, McCreary, Norvell, Lanark, Stanaford, Knob Branch, Pine Poca, West Raleigh	f155, 156, 157 and 158
Bickell, Cabell, Metalton, Tolleys	f155 and 156.
Raleigh No. 6, Viacova	f256 and 259
DeWitt, Newlyn, 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.

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

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 Junction—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 Wye, Raleigh—Three short, one long.
North end of Wye, Raleigh—One long, two short, one long, one short.
Beckley Junction—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.
MacAlpin—One long, two short, one long.
Tams—One long, three short.
Stone Coal Junction—Two short, one lond, 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 Booth—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.
Price Hill—Two short.
Mt. Hope—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)
	W. L. Van Sant	217 Temple Street	70 (Bell)
	R. C. Broaddus	217 Temple Street	70 (Bell)
	A. P. Hudgins	217 Temple Street	70 (Bell)
	G. L. Pence	217 Temple Street	70 (Bell)
Meadow Creek, W. Va.	J. T. Johnson	Meadow Creek, W. Va.	----------
Brownwood, W. Va.	G. O. Crank	Brownwood, W. Va.	----------
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
Ansted, W. Va.	L. O. Fox	Ansted, W. Va.	Montgomery Exchange
Thurmond, W. Va.	C. F. Ridge	Stone Building	Res. 129—Office 70
Harvey, W. Va.	Frank Harklerode	Harvey, W. Va.	----------
Dunloup, W. Va.	H. A. Walkup	Dunloup, W. Va.	Mt. Hope 43 and 80
Scarbro, W. Va.	S. W. Price	Scarbro, W. Va.	----------
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
	Robt. Wriston	Beckley, W. Va.	----------
	J. E. McKenzie	Beckley, W. Va.	----------
	K. M. Jarrold	Beckley, W. Va.	Res. 239—Office 571
	A. U. Tieche	Beckley, W. Va.	601
McAlpin, W. Va.	G. W. Johnson	McAlpin, W. Va.	15
Pemberton, W. Va.	R. P. Daniel	Pemberton, W. Va.	----------
McKendree, W. Va.	M. V. Godby	McKendree, W. Va.	28
Brooklyn	W. A. Wykel	Brooklyn, W. Va.	----------
Fayette, W. Va.	L. B. Rupert	Fayette, W. Va.	----------
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
Elkridge, W. Va.	C. A. Gooch	Elkridge, W. Va.	----------
Montgomery, W. Va.	W. R. Laird	200 Merchants Nat. Bank B'ld.	241
	Ben F. Brugh	406 6th Ave.	Res. 312—Office 241
	G. A. Smith	Montgomery, W. Va.	----------
	H. C. Skaggs	602 3rd Ave.	41

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.
L. J. DRUMELLER,	Division Engineer	Hinton, W. Va.
J. E. HOGAN,	Assistant Division Engineer	Hinton, W. Va.