

**RIDE THE MODERN "POCAHONTAS" AND ENJOY THE FOLLOWING FEATURES AND IMPROVEMENTS.**

- ★ **All Equipment newly refurbished.**
- ★ **Vista Dome Cars** (Enjoy the mountain scenery at **no extra cost.**)
- ★ **Reclining Chair-cars** (Free, Souvenir disposable pillows for overnight coach patrons.)
- ★ Take Advantage of the **Low Individual 30-day Round-trip Coach Fares** between Norfolk and Cincinnati and intermediate points.
- ★ **NOW—Greatly reduced fares in regular sleepers** between Roanoke and Cincinnati and intermediate points. (Regular coach tickets, round-trip 30-day coach tickets, and Family Plan coach tickets will be honored in sleeping cars on payment of charge for space occupied.)
- ★ **DINING-COCKTAIL-LOUNGE CAR** — Between Norfolk and Williamson serving meals and refreshments at popular prices.
- ★ **COMPLIMENTARY MEALS** — For revenue passengers using overnight sleeping car service between Roanoke and Cincinnati and intermediate points when traveling during meal periods. (Breakfast on No. 4 from 6:00 AM to 10:00 AM; Dinner on No. 3 from 5:30 PM to 10:00 PM. Present sleeping car ticket receipt in Dining-car.)
- ★ **Credit Cards Honored** — Rail Travel Credit Card, Master Charge, BankAmericard, American Express, and Diners Club credit cards will be honored for the purchase of rail and sleeping car transportation, meals, refreshments, etc., on the Atlantic and Pocahontas Regions.
- ★ **Free Train Porter Service** between Norfolk and Cincinnati.

| BETWEEN                 |                        | RAILROAD FARES |                   |             |                   | SLEEPING CAR FARES      |                                |
|-------------------------|------------------------|----------------|-------------------|-------------|-------------------|-------------------------|--------------------------------|
|                         |                        | COACH          |                   | FIRST CLASS |                   | Room-ette<br>One Person | Bed-room<br>One or Two Persons |
|                         |                        | *One Way       | Round Trip 6 Mos. | *One Way    | Round Trip 6 Mos. |                         |                                |
| BRISTOL, VIRGINIA and   | New York, N. Y.        | \$26.91        | \$52.55           | \$40.04     | \$78.48           |                         |                                |
|                         | Norfolk, Va.           | 17.48          | 34.96             | 26.66       | 53.32             |                         |                                |
|                         | Philadelphia, Pa.      | 22.41          | 43.55             | 32.54       | 63.48             |                         |                                |
|                         | Washington, D. C.      | 15.16          | 29.05             | 21.54       | 41.48             |                         |                                |
| CHICAGO, ILLINOIS and   | Dallas, Tex.           | 32.71          | 58.90             | 41.51       | 74.75             |                         |                                |
|                         | Decatur, Ill.          | 6.89           | 12.45             | 8.75        | 15.75             |                         |                                |
|                         | Little Rock, Ark.      | 23.21          | 41.80             | 29.06       | 52.35             |                         |                                |
|                         | St. Louis, Mo.         | 12.05          | 21.70             | 15.02       | 27.05             |                         |                                |
| CINCINNATI, OHIO and    | San Antonio, Tex.      | 46.58          | 83.85             | 58.69       | 105.65            |                         |                                |
|                         | Bluefield, W. Va.      | 13.96          | 27.92             | 21.30       | 42.60             | \$ 9.35                 | \$ 16.95                       |
|                         | Lynchburg, Va.         | 20.60          | 41.20             | 31.37       | 62.74             |                         |                                |
|                         | Norfolk, Va.           | 27.40          | 54.80             | 41.70       | 83.40             |                         |                                |
| DECATUR, ILLINOIS and   | Petersburg, Va.        | 24.55          | 49.10             | 37.91       | 75.82             |                         |                                |
|                         | Roanoke, Va.           | 18.25          | 36.50             | 27.86       | 55.72             | 9.35                    | 16.95                          |
|                         | Detroit, Mich.         | 16.71          | 32.82             | 23.64       | 46.54             |                         |                                |
|                         | Ft. Wayne, Ind.        | 10.17          | 19.74             | 14.11       | 27.48             |                         |                                |
| DETROIT, MICHIGAN and   | Lafayette, Ind.        | 5.20           | 9.80              | 7.05        | 13.36             |                         |                                |
|                         | (Via Chicago)          |                |                   |             |                   |                         |                                |
|                         | xLos Angeles, Calif.   | 82.84          | 130.30            | 104.73      | 157.05            | 33.80                   | 55.05                          |
|                         | xPortland, Ore.        | 80.38          | 113.30            | 101.64      | 143.10            | 33.80                   | 55.05                          |
| NORFOLK, VIRGINIA and   | xSan Francisco, Calif. | 82.84          | 130.30            | 104.73      | 157.05            | 33.80                   | 55.05                          |
|                         | xSeattle, Wash.        | 80.38          | 113.30            | 101.64      | 143.10            | 33.80                   | 55.05                          |
|                         | Champaign, Ill.        | 15.17          | 30.07             | 21.65       | 42.94             |                         |                                |
|                         | Danville, Ill.         | 13.66          | 27.32             | 19.77       | 39.54             |                         |                                |
| ROANOKE, VIRGINIA and   | Ft. Wayne, Ind.        | 6.66           | 13.32             | 9.59        | 19.18             |                         |                                |
|                         | Lafayette, Ind.        | 11.64          | 23.28             | 16.80       | 33.60             |                         |                                |
|                         | San Antonio, Tex.      | 54.49          | 99.57             | 70.40       | 129.84            |                         |                                |
|                         | Birmingham, Ala.       | 31.77          | 60.71             | 44.89       | 86.17             |                         |                                |
| ST. LOUIS, MISSOURI and | Bluefield, W. Va.      | 15.32          | 30.64             | 23.34       | 46.68             |                         |                                |
|                         | Chattanooga, Tenn.     | 26.46          | 38.11             | 51.16       | 73.97             |                         |                                |
|                         | Chicago, Ill.          | 42.90          | 85.80             | 66.20       | 132.40            |                         |                                |
|                         | Christiansburg, Va.    | 12.39          | 24.78             | 18.87       | 37.74             |                         |                                |
| CINCINNATI, OHIO and    | Knoxville, Tenn.       | 22.32          | 43.71             | 32.81       | 64.42             |                         |                                |
|                         | Lynchburg, Va.         | 8.72           | 17.44             | 13.29       | 26.58             |                         |                                |
|                         | New Orleans, La.       | 44.80          | 61.46             | 84.16       | 115.97            |                         |                                |
|                         | New York, N. Y.        | 21.00          | 41.82             | 31.86       | 63.47             |                         |                                |
| DETROIT, MICHIGAN and   | Petersburg, Va.        | 3.62           | 7.24              | 5.51        | 11.02             |                         |                                |
|                         | Philadelphia, Pa.      | 16.50          | 32.88             | 23.76       | 48.47             |                         |                                |
|                         | Radford, Va.           | 12.89          | 25.78             | 19.63       | 39.26             |                         |                                |
|                         | Roanoke, Va.           | 10.98          | 21.96             | 16.73       | 33.46             |                         |                                |
| CHICAGO, ILLINOIS and   | Washington, D. C.      | 9.25           | 18.32             | 13.36       | 26.47             |                         |                                |
|                         | Birmingham, Ala.       | 20.85          | 38.87             | 28.16       | 52.71             |                         |                                |
|                         | Chattanooga, Tenn.     | 15.54          | 29.32             | 21.38       | 40.51             |                         |                                |
|                         | Chicago, Ill.          | 33.75          | 67.50             | 52.36       | 104.72            |                         |                                |
| ST. LOUIS, MISSOURI and | Knoxville, Tenn.       | 11.40          | 21.87             | 16.08       | 30.96             |                         |                                |
|                         | New Orleans, La.       | 33.88          | 62.32             | 44.73       | 82.51             |                         |                                |
|                         | New York, N. Y.        | 20.46          | 39.65             | 30.11       | 58.62             |                         |                                |
|                         | Philadelphia, Pa.      | 15.96          | 30.65             | 22.61       | 43.62             |                         |                                |
| CINCINNATI, OHIO and    | Washington, D. C.      | 8.71           | 16.15             | 11.61       | 21.82             |                         |                                |
|                         | Champaign, Ill.        | 7.19           | 12.95             | 8.75        | 15.75             |                         |                                |
|                         | Danville, Ill.         | 8.23           | 14.85             | 10.12       | 18.25             |                         |                                |
|                         | Decatur, Ill.          | 5.18           | 9.35              | 6.26        | 11.30             |                         |                                |
| DETROIT, MICHIGAN and   | Detroit, Mich.         | 21.89          | 42.17             | 29.89       | 57.79             |                         |                                |
|                         | Ft. Wayne, Ind.        | 15.35          | 29.09             | 20.36       | 38.73             |                         |                                |
|                         | Lafayette, Ind.        | 10.38          | 19.15             | 13.30       | 24.61             |                         |                                |
|                         | (Via Chicago)          |                |                   |             |                   |                         |                                |
| BRISTOL, VIRGINIA and   | xLos Angeles, Calif.   | 88.00          | 130.30            | 111.00      | 157.05            | 33.80                   | 55.05                          |
|                         | xPortland, Ore.        | 85.54          | 113.30            | 107.91      | 143.10            | 33.80                   | 55.05                          |
|                         | xSan Francisco, Calif. | 88.00          | 130.30            | 111.00      | 157.05            | 33.80                   | 55.05                          |
|                         | xSeattle, Wash.        | 85.54          | 113.30            | 107.91      | 143.10            | 33.80                   | 55.05                          |

**REFERENCE NOTES**  
 ①—Sleeping Car service to Portland, Ore.  
 ②—From Chicago, Ill.  
 \*—One-way tickets carry various limits. Consult agent.  
 x—Transfer at Chicago included.

**ROBERT K. HUBBARD**  
 General Passenger Sales Manager  
**FRANK F. BOTTINI**  
 Asst. Passenger Sales Manager  
 ROANOKE, VA. 24011

**GENERAL INFORMATION**

**Responsibility**—The Norfolk and Western Ry. Co. is not responsible for errors in timetables, inconvenience or loss resulting from **delayed trains**, failure to make connections, air-conditioning failures, or emergency substitutions in equipment. Schedules, consists and designations of trains are subject to change without notice.

**Time**—Standard Times are shown throughout this timetable. (E. S. T.) denotes Eastern Standard Time, (C. S. T.) Central Standard Time.

From 12:01 A. M. to 12:00 o'clock noon, inclusive, is shown in lightface type, between **12:01 P. M. and 12:00 o'clock midnight by dark-face type.**

**Children's Fares**—Children under five years of age may ride without charge when accompanied by a parent or guardian. However, one half-fare ticket is required when one, two or three children under five have exclusive use of a berth or parlor car seat. Children five years of age and under twelve, are charged a half-fare; children 12 years and older, full fare.

**Purchase in Advance**—Tickets for reserved Sleeping or Parlor car space and Coach seats should be purchased as far in advance as possible.

**Cancellations**—If you change your travel plans, please cancel Sleeping, Parlor car or Coach seat reservations promptly by telephone.

**Stops** are permitted at all points where trains are scheduled to stop, within final limit of tickets, by notifying conductor.

**Adjustment of Fares**—In cases of dispute with conductors or agents, pay the fare required, take receipt and communicate with the General Passenger Sales Manager.

**Redemption of Tickets**—Tickets unused, or partly used, will be redeemed under tariff regulations at proper value.

**Loss of Tickets**—Passenger should guard against such loss, as railroads are not responsible.

**Train Stops**—Trains make regular stops only at stations where time figures are shown. When a symbol or letter appears in train column opposite station this indicates train only stops on certain conditions. Where trains make a conditional stop, advance notice should be given to agent or train conductor.

**Baggage**—Will be checked only from or to stations having facilities for handling. Every effort will be made to expedite handling, but the railroad cannot guarantee to forward baggage on same train with owner. To facilitate receipt on arrival at destination, passengers are advised to check baggage a day or two in advance of departure.

150 pounds of baggage, not exceeding \$100.00 in value, will be checked on each adult ticket and 75 pounds, not exceeding \$50.00 in value, will be checked on each child's half-fare ticket, without additional charge, except for a nominal baggage checking service charge.

Passengers may declare excess value at time of checking subject to a nominal charge for each additional \$100.00 or fraction thereof, but not exceeding \$2,500.00. No single piece of baggage exceeding 300 pounds in weight, or single shipment exceeding \$2,500.00 in value, will be checked. Exception: Boxes of heavy or corrugated paperboard are limited to a gross weight of 50 pounds each.

Checkable baggage consists of wearing apparel and other articles necessary and appropriate for the wear, use, comfort and convenience of the passenger for the purpose of the trip, but does not include prohibited articles.

Money, jewelry, negotiable papers, liquids, fragile or perishable articles; radios, typewriters, dishes and other household goods are examples of articles not checkable as baggage. Consult Agent.

**Dogs** and other small household pets in substantial crates or cages may be checked and transported in baggage cars subject to tariff regulations and charges. Small dogs, cats, birds or other small household pets (not vicious or otherwise objectionable) when carried in containers or on leash and muzzled, may be taken in private room accommodations in Parlor or Sleeping cars, **but will not be permitted in coaches.**

**Lost Articles** to be inquired for at Lost Article Department in terminal stations, or through the nearest ticket agent. N&W Ry. will not be responsible for unchecked articles left in stations or cars.

**Passenger and Baggage Transfer in Chicago**—A uniformed agent of the RAILROAD TRANSFER SERVICE, INC., meets all incoming trains to arrange for transfer of passengers and their baggage to other stations. When transfer coupon is included in ticket, the RAILROAD TRANSFER SERVICE, INC., will honor this coupon to the designated depot.

**Baggage Insurance**—Insurance covering full value of passenger's baggage and personal effects for entire trip away from home is sold at principal offices.

**Travel Insurance**—The Travelers Insurance Company has available, at principal agencies, individual trip policies with maximum coverage up to \$50,000.00. Consult ticket agent for details.

**Invalids or Disabled Persons**—Any person who, because of mental, physical or other disability, is incapable of properly caring for himself or herself, will be received as a passenger ONLY when accompanied by a competent attendant.

**Norfolk and Western RAILWAY**



**SYSTEM PASSENGER TRAIN SCHEDULES**

**EFFECTIVE DECEMBER 15, 1969**

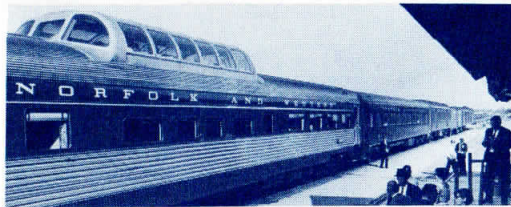


# NORFOLK, ROANOKE, BRISTOL, BLUEFIELD, PORTSMOUTH, CINCINNATI

| Read Down   |                                 | MAIN LINE AND CONNECTIONS |             | Read Up |  |
|-------------|---------------------------------|---------------------------|-------------|---------|--|
| No. 3 Daily | TABLE 1                         | Mls.                      | No. 4 Daily |         |  |
| PM 2 40     | Lv PORTSMOUTH, VA. ⊕            |                           | PM 5 10     |         |  |
| 3 15        | Lv NORFOLK, VA. (EST.)          | 25.2                      | 4 23        |         |  |
| E 3 40      | " Suffolk                       | 54.2                      | A 3 56      |         |  |
| E 3 46      | " Wakefield                     | 61.7                      | A 3 49      |         |  |
| 4 10        | Ar PETERSBURG                   | 84.2                      | 3 25        |         |  |
| 9 05        | Lv PETERSBURG (S. C. L.)        |                           | 1 58        |         |  |
| 10 00       | Ar RICHMOND (S. C. L.)          |                           | 1 20        |         |  |
| 4 25        | Lv PETERSBURG (Fort Lee, Va.)   | 84.2                      | 3 00        |         |  |
| E 5 03      | " Blackstone (Camp Picket, Va.) | 121.5                     | E 2 16      |         |  |
| 5 25        | " Crewe                         | 132.1                     | 2 05        |         |  |
| 5 52        | " Farmville                     | 153.4                     | 1 30        |         |  |
| E 6 11      | " Pamplin                       | 170.5                     | E 1 05      |         |  |
| E 6 21      | Lv Appomattox                   | 181.4                     | E12 55      |         |  |
| 6 55        | Ar LYNCHBURG (U. Sta.)          | 205.6                     | 12 25       |         |  |
| 7 05        | Lv LYNCHBURG (U. Sta.)          | 205.6                     | 12 10       |         |  |
| E 7 30      | " Bedford                       | 227.5                     | 11 45       |         |  |
| 8 10        | Ar ROANOKE                      | 255.6                     | 11 10       |         |  |
| 3 10        | Lv WASHINGTON, D. C.            |                           | 4 40        |         |  |
| 8 20        | Ar ROANOKE                      |                           | 11 20       |         |  |
| 8 35        | Lv ROANOKE                      | 255.6                     | 10 35       |         |  |
| 9 20        | " Christiansburg                | 288.2                     | 9 41        |         |  |
| F10 15      | " Narrows                       | 327.2                     | F 8 42      |         |  |
| 11 15       | Ar BLUEFIELD, W. VA.            | 356.5                     | 7 55        |         |  |
| 11 30       | Lv BLUEFIELD, W. VA.            | 356.5                     | 7 40        |         |  |
| E12 04      | " North Fork, W. Va.            | 378.6                     | E 6 46      |         |  |
| 12 28       | " WELCH                         | 390.7                     | 6 28        |         |  |
|             | " laeger                        | 409.0                     | B 6 00      |         |  |
| 2 10        | Ar WILLIAMSON                   | 456.1                     | 4 55        |         |  |
| 2 15        | Lv WILLIAMSON                   | 456.1                     | 4 50        |         |  |
| 3 53        | " KENOVA, W. VA.                | 529.1                     | 3 01        |         |  |
| 4 12        | Lv IRONTON, OHIO                | 541.1                     | 2 41        |         |  |
| 4 45        | Ar PORTSMOUTH                   | 568.3                     | 2 05        |         |  |
| 5 00        | Lv PORTSMOUTH, OHIO             | 568.3                     | 1 50        |         |  |
| M 5 42      | " Peebles                       | 602.6                     | O 1 08      |         |  |
| M 6 02      | " Winchester                    | 617.3                     |             |         |  |
| F 6 14      | " Sardinia                      | 626.8                     | F12 39      |         |  |
| 7 35        | Ar CINCINNATI, O. (EST)         | 679.9                     | 11 25       |         |  |
| AM          |                                 |                           | PM          |         |  |

| Read Down |                                  | CONNECTIONS |         | Read Up |  |
|-----------|----------------------------------|-------------|---------|---------|--|
| AM 8 25   | Lv Cincinnati, O. (EST)          | PC Ar       | PM 8 00 |         |  |
| 3 00      | Ar Chicago, Ill. (CST)           | Lv          | 11 20   |         |  |
| 8 20      | Lv Cincinnati, O. (EST)          | PC Ar       | 11 15   |         |  |
| 10 35     | Ar Indianapolis, Ind. (EST)      | Lv          | 8 55    |         |  |
| 1 45      | Ar Chicago, Ill. (CST)           | Lv          | 8 50    |         |  |
| 10 00     | Lv Cincinnati, O. (EST)          | B&O Ar      | 6 20    |         |  |
| 3 30      | Ar Toledo, Ohio (EST)            | Lv          | 1 05    |         |  |
| 5 40      | Ar Detroit (EST) (Fort St. Sta.) | C&O Lv      | 11 00   |         |  |
| 8 20      | Lv Cincinnati, O. (EST)          | B&O Ar      | 5 40    |         |  |
| 2 30      | Ar St. Louis, Mo. (CST)          | B&O Lv      | 9 55    |         |  |

## NOW via The "POCAHONTAS"



**Vista Domes—No Extra Fare**  
Between Norfolk and Cincinnati  
(See Page 6 For Other Features)

## NEW YORK—PHILADELPHIA—BALTIMORE—WASHINGTON CHATTANOOGA—BIRMINGHAM—NEW ORLEANS VIA LYNCHBURG, ROANOKE AND BRISTOL

| Read Down    |              | Condensed Through Schedules |              | Read Up |  |
|--------------|--------------|-----------------------------|--------------|---------|--|
| PC 155       | PC 137       | PC 154-166                  | PC 140       |         |  |
| N&W 41 Daily | N&W 17 Daily | N&W 18 Daily                | N&W 42 Daily |         |  |
| PM 7 30      | AM 10 45     | PM 8 55                     | AM 7 00      |         |  |
| 9 05         | 12 21        | R 7 11                      | E 4 50       |         |  |
| 9 39         | 12 51        | R 6 48                      | E 4 14       |         |  |
| 10 40        | 1 51         | R 5 45                      | E 3 05       |         |  |
| 11 20        | 2 40         | R 5 00                      | 2 25         |         |  |
| 12 25        | 3 10         |                             |              |         |  |
| 12 50        | 3 28         |                             |              |         |  |
| 2 56         | 5 38         |                             |              |         |  |
| 4 42         | 7 05         |                             |              |         |  |
| 5 00         | 7 15         |                             |              |         |  |
| A 5 33       | F 7 43       |                             |              |         |  |
| 6 10         | 8 20         |                             |              |         |  |
| 7 00         | 8 50         |                             |              |         |  |
| 7 49         | 9 37         |                             |              |         |  |
| 8 08         | 9 55         |                             |              |         |  |
| A 8 21       | 10 17        |                             |              |         |  |
| 8 33         | J10 47       |                             |              |         |  |
| F 9 06       |              |                             |              |         |  |
| A 9 24       | J11 23       |                             |              |         |  |
| F 9 44       |              |                             |              |         |  |
| A 9 57       |              |                             |              |         |  |
| 10 07        |              |                             |              |         |  |
| A10 11       | J12 02       |                             |              |         |  |
| F10 30       |              |                             |              |         |  |
| 11 10        |              |                             |              |         |  |
| 12 55        |              |                             |              |         |  |
| 1 40         |              |                             |              |         |  |
| 4 30         |              |                             |              |         |  |
| 7 55         |              |                             |              |         |  |
| 8 30         |              |                             |              |         |  |
| 10 40        |              |                             |              |         |  |
| 1 00         |              |                             |              |         |  |
| 8 40         |              |                             |              |         |  |
| AM           |              |                             |              |         |  |

**EXPLANATION OF REFERENCE MARKS**  
(Conditional Stops shown herein for revenue passengers (except F Stop))

**FOR ALL TABLES**

- ▲ No checked baggage handled from or to this station.
- ◆ Streamlined Train—(Coach seats reserved—Reservation charge applying).
- ⊕ Rail-Auto service available at this point.
- F Stops on signal to receive or discharge passengers.

**FOR TABLE 1**

- ⊕ Bus service available between Norfolk, Va. and Portsmouth, Va.
- # North Petersburg—Transfer necessary.
- A Stop to discharge from Roanoke, Washington or beyond.
- B Stop to discharge from beyond Portsmouth or receive for Christiansburg and beyond.
- E Stop to discharge or receive.
- M Stop to discharge from Kenova or beyond or receive for Cincinnati.
- O Stop to discharge from Cincinnati or beyond or receive for Kenova or beyond.

**FOR TABLE 2**

- Meal stop. Box lunches available on notice to conductor.
- Ⓜ Meals available in station restaurant.
- Ⓢ No checked baggage or remains handled on Train No. 17 at this station.
- A Stop to discharge from beyond Lynchburg or to receive for Bristol and beyond.
- C Stop to discharge from Bristol and beyond or to receive for Roanoke and beyond.
- D Stop to discharge or receive.
- E Stops only to discharge passengers.
- G Stop to discharge from Bristol and beyond or to receive for Charlottesville and beyond.
- I Stop to discharge from Bristol and to receive for beyond Lynchburg.
- J Stop to discharge from Roanoke and beyond.
- R Daily except Saturdays, when train operates one hour later.

Equipment on Page 5

# DETROIT, FT. WAYNE, CHICAGO, DECATUR AND ST. LOUIS

## ST. LOUIS, DECATUR AND CHICAGO

| Read Down              |           | TABLE 3 |           | Read Up                |  |
|------------------------|-----------|---------|-----------|------------------------|--|
| 112 Ex. Sat. Sun. Hol. | 124 Daily | Mls.    | 121 Daily | 113 Ex. Sat. Sun. Hol. |  |
| AM 9 20                |           |         | PM 11 25  |                        |  |
| 9 35                   |           |         | 11 00     |                        |  |
| A 10 12                |           |         | B10 18    |                        |  |
| 10 24                  |           |         | B10 02    |                        |  |
| 10 54                  |           |         | C 9 34    |                        |  |
| 11 26                  |           |         | C 9 03    |                        |  |
| 11 55                  |           |         | 8 34      |                        |  |
| 12 00                  |           |         | 8 29      |                        |  |
| 12 28                  |           |         | 7 58      |                        |  |
| AM 1 25                |           |         | 7 03      |                        |  |
| 6 55                   |           |         | PM 6 22   |                        |  |
| F 7 01                 |           |         | F 6 16    |                        |  |
| 7 05                   |           |         | 6 12      |                        |  |
| 7 08                   |           |         | 6 09      |                        |  |
| 7 16                   |           |         | 6 06      |                        |  |
| 7 22                   |           |         | 6 02      |                        |  |
| 7 26                   |           |         | 5 58      |                        |  |
| 7 28                   |           |         | 5 57      |                        |  |
| 7 31                   |           |         | 5 53      |                        |  |
| 7 33                   |           |         | 5 49      |                        |  |
| 7 38                   |           |         | 5 47      |                        |  |
| 7 43                   |           |         | 5 44      |                        |  |
| 7 47                   |           |         | 5 40      |                        |  |
| 8 00                   |           |         | 5 15      |                        |  |
| AM                     |           |         | PM        |                        |  |

## ST. LOUIS, FORT WAYNE, DETROIT

| Read Down |      | TABLE 4   |  | Read Up |  |
|-----------|------|-----------|--|---------|--|
| 304 Daily | Mls. | 301 Daily |  |         |  |
| AM 9 10   |      | PM 4 40   |  |         |  |
| 9 25      |      | 4 15      |  |         |  |
| A10 02    |      | B3 30     |  |         |  |
| 10 14     |      | B3 15     |  |         |  |
| 10 44     |      | 2 45      |  |         |  |
| 11 16     |      | 2 12      |  |         |  |
| 11 46     |      | 1 40      |  |         |  |
| 11 51     |      | 1 35      |  |         |  |
| 12 30     |      | 12 55     |  |         |  |
| 12 55     |      | 12 21     |  |         |  |
| 1 15      |      | 12 01     |  |         |  |
| 1 20      |      | 11 46     |  |         |  |
| 11 46     |      | 11 21     |  |         |  |
| 12 01     |      | 11 15     |  |         |  |
| 12 21     |      | 11 46     |  |         |  |
| 12 30     |      | 11 21     |  |         |  |
| 1 13      |      | 11 12     |  |         |  |
| 1 39      |      | 10 34     |  |         |  |
| 1 47      |      | 10 11     |  |         |  |
| 2 16      |      | 10 04     |  |         |  |
| 2 37      |      | 10 44     |  |         |  |
| 3 04      |      | 10 34     |  |         |  |
| 3 23      |      | 10 11     |  |         |  |
| 3 28      |      | 10 04     |  |         |  |
| 4 46      |      | 10 44     |  |         |  |
| 5 14      |      | 10 23     |  |         |  |
| 5 38      |      | 9 53      |  |         |  |
| 5 53      |      | 9 40      |  |         |  |
| 6 40      |      | 8 55      |  |         |  |
| 6 42      |      | 8 52      |  |         |  |
| 7 19      |      | 8 17      |  |         |  |
| K 7 38    |      | 7 54      |  |         |  |
| 8 35      |      | 7 15      |  |         |  |
| PM        |      | AM        |  |         |  |

**ASK ABOUT OUR BARGAIN FARES**

- GREATLY REDUCED ROUND-TRIP 30-DAY LIMIT COACH FARES BETWEEN NORFOLK, VA., CINCINNATI, O. AND BRISTOL, VA.
- GROUP ECONOMY ROUND-TRIP 30-DAY LIMIT COACH FARES FOR GROUPS OF THREE OR MORE ADULTS GOING AND RETURNING TOGETHER. AVAILABLE FROM MANY POINTS ON THE N&W SYSTEM.
- STUDENT AND ADULT GROUP ROUND-TRIP SHORT LIMIT PARTY COACH FARES.
- FAMILY PLAN FARES—THE LARGER THE FAMILY THE GREATER THE BARGAIN.
- FURLOUGH FARES—SAVE ON ONE-WAY OR ROUND TRIP COACH. FOR SERVICE MEN AND WOMEN TRAVELING IN UNIFORM AT OWN EXPENSE.

Consult Ticket Agent for complete details.

**EXPLANATION OF REFERENCE MARKS FOR TABLES 3 AND 4**  
(Conditional stops shown herein for revenue passengers)

- ▲ No checked baggage handled to or from this station.
- No checked baggage handled on this train.

**Tickets and Baggage via Illini-Swallow Lines, Inc.:**

- † Rail tickets reading to or from Champaign and Urbana will be honored by the Illini-Swallow Lines, Inc. through Tolono, also all baggage checked under usual rules will be handled on through checks between above points without extra charge.
- Ⓢ Rail Auto Service available at this point.
- A Stops on signal to receive for scheduled stops.
- B Stops on signal to discharge from scheduled stops.
- C Stops on signal to discharge or receive from or to scheduled stops.
- D Stops on signal to receive passengers for Chicago.
- E Stops on signal to receive passengers for Decatur or beyond.
- F Stops on signal to discharge or receive passengers.
- I Stops on signal to receive for St. Louis.
- K Stops on signal to discharge from St. Louis.
- Ⓐ Application pending to discontinue these trains. Consult Agent.
- Ⓡ Except Saturdays, Sundays and Holidays.

## EQUIPMENT

**THE POCAHONTAS**  
Trains Nos. 3 and 4  
(Norfolk and Cincinnati)

**Sleeping Cars (30 WB, 40 EB)**  
Roanoke and Cincinnati  
(10 Rmte, 6 DBR)  
(Open Cincinnati 9:30 PM)

**Vista Dome Coaches**

**Reclining Seat Coaches**  
Norfolk and Cincinnati

**Buffet-Coach**  
St. Louis and Detroit

**Dining-Cocktail-Lounge Car**  
Norfolk and Williamson, W. Va.  
(See Page 6 for other services available)

**THE BIRMINGHAM SPECIAL**  
Trains Nos. 17 and 18  
(Via N&W Lynchburg and Bristol)

**Reclining Seat Coaches**  
New York and Washington  
Washington and Birmingham  
Birmingham and New Orleans  
Norfolk and Roanoke (N&W 3 and 4)  
Roanoke and Bluefield (N&W 3 and 4)

**Dining Car**  
Washington—Monroe, Va.

**WABASH CANNON BALL**  
Trains Nos. 304 and 301  
(St. Louis and Detroit)

**Reclining Seat Coaches**  
St. Louis and Detroit

**THE BLUE BIRD**  
Trains Nos. 124 and 121  
(St. Louis and Chicago)

**Reclining Seat Coaches**  
St. Louis and Chicago

**Dining-Cocktail-Lounge Car**  
Decatur and Chicago

**NEW YORK—WASHINGTON—BRISTOL, VA.**  
Trains Nos. 41 and 42  
(Via N&W Lynchburg & Bristol)

**Reclining Seat Coaches**  
New York and Washington  
Washington and Bristol, Va.