

# FAST FREIGHT SERVICE

ALL RAIL  
DIXIE DESPATCH

RAIL AND WATER  
DIXIE AIR LINE

—BETWEEN—

## THE SOUTH, SOUTHEAST AND SOUTHWEST

—AND—

NEW YORK, N. Y., PHILADELPHIA, PA., BOSTON, MASS., BALTIMORE, MD.,  
WASHINGTON, D. C., BUFFALO, N. Y., ERIE, PA., PITTSBURGH, PA.,  
ALBANY, N. Y., ROCHESTER, N. Y., AND OTHER INTERIOR  
EASTERN POINTS AND NEW ENGLAND TERRITORY

—VIA—

ALL RAIL—DIXIE DESPATCH—Norfolk Southern Railroad and Southern carriers on the one hand, and the Pennsylvania Railroad and connections, on the other, has established through route and joint rates, and the DIXIE DESPATCH will operate over this route when ALL RAIL service is required.

WATER AND RAIL—DIXIE AIR LINE—Norfolk Southern Railroad and Southern carriers on the one hand, and steamer lines operating between NORFOLK, VA., and

—VIA—

NEW YORK, N. Y.  
BOSTON, MASS.  
PROVIDENCE, R. I.

PHILADELPHIA, PA.  
WASHINGTON, D. C.  
BALTIMORE, MD.

on the other, have also established through route and joint rates, and the DIXIE AIR LINE will operate over those carriers when WATER AND RAIL service is required.

## THE DIXIE LINES AFFORD QUICK SERVICE

Prompt attention will be given to applications for rates and other information pertaining to the movement of traffic over these routes, upon inquiry of any Traffic Representative shown on page 22 herein.

O. C. ABRAMS,  
Asst. Genl. Frt. Agt.

C. H. WARE,  
Genl. Frt. Agt.

J. F. DALTON,  
Traffic Manager,

A. WINSLOW,  
Asst. to Vice-President,

E. D. KYLE,  
Vice-President,

NORFOLK, VA.

KENNICKELL'S REPRINTS, DRIVER, VIRGINIA

Corrected to May 21, 1931.

# Norfolk Southern Railroad

## Time Table

### STEAM DIVISION

C. P. DUGAN,  
General Superintendent (Steam Lines),  
Norfolk, Va.

J. F. DALTON,  
Traffic Manager,  
Norfolk, Va.

Corrected to May 21, 1931.

# Norfolk Southern Railroad

## Time Table

### STEAM DIVISION

C. P. DUGAN,  
General Superintendent (Steam Lines),  
Norfolk, Va.

J. F. DALTON,  
Traffic Manager,  
Norfolk, Va.

No. 80

(5-31-102)  
(DESTROY ALL PREVIOUS ISSUES)

P-1-139

No. 80

(5-31-102)  
(DESTROY ALL PREVIOUS ISSUES)

P-1-139

NORFOLK SOUTHERN RAILROAD

STATION INDEX

Table No. 1-14, 2-5, 1-3-4-16. Station index listing stations and corresponding table numbers.

Local Agencies. Blount Agencies. Junction and Terminal Points in Capitals.

(P) Pullman Ticket Agencies.

NORFOLK SOUTHERN RAILROAD

STATION INDEX—Continued

Table No. 14, 17-19, 1-3-7-13. Station index listing stations and corresponding table numbers.

Local Agencies. (P) Pullman Ticket Agencies. Junction and Terminal Points in Capitals.

SLEEPING AND PARLOR CAR FARES

Railroad Surcharge Not Included. Subject to change without notice.

For travel in sleeping or parlor cars a surcharge collection will be made equivalent to 50 per cent of space rate quoted herein.

BETWEEN

Table showing sleeping and parlor car fares between Norfolk, Va., and various other stations.

BETWEEN PINEHURST, N. C., and Lower Bertha.

Table showing fares between Pinehurst, N.C., and Lower Bertha.

NORFOLK SOUTHERN RAILROAD

CONDENSED SCHEDULES

Through Passenger Train Service and Pullman Service (SEE EXPLANATORY NOTES BELOW)

Norfolk, Va., Greenville, Farmville, Raleigh, Charlotte, N. C.

Table No. 1 (5-31). Condensed schedule for Norfolk, Va., to Charlotte, N.C.

Norfolk, Va., Elizabeth City, Edenton, Plymouth, Washington, New Bern, Kingston, Goldsboro, Oriental, Beaufort, N. C.

Table No. 2 (12-20). Condensed schedule for Norfolk, Va., to various stations.

NOTE: Daily except Sunday. Black-face type indicates P. M. Light-face type A. M.

NOTES

Trains Nos. 3 and 4 carry Through Coaches between Norfolk, Va., and Raleigh, N. C., and through Pullman Cars serving Norfolk, Raleigh and intermediate stations.

NORFOLK SOUTHERN RAILROAD

CONDENSED SCHEDULES—Continued

—Between—

Raleigh, Washington, Pinetown, Belhaven, N. C.

Table No. 3 (5-31). Condensed schedule for Raleigh, Washington, Pinetown, Belhaven, N.C.

Through Sleeping Car Service

—Between— Virginia Beach, Va., and New York, N. Y.

Table No. 4 (5-31). Through sleeping car service schedule.

Through Sleeping Car Service

—Between— Goldsboro, N. C., Washington, D. C., and New York, N. Y.

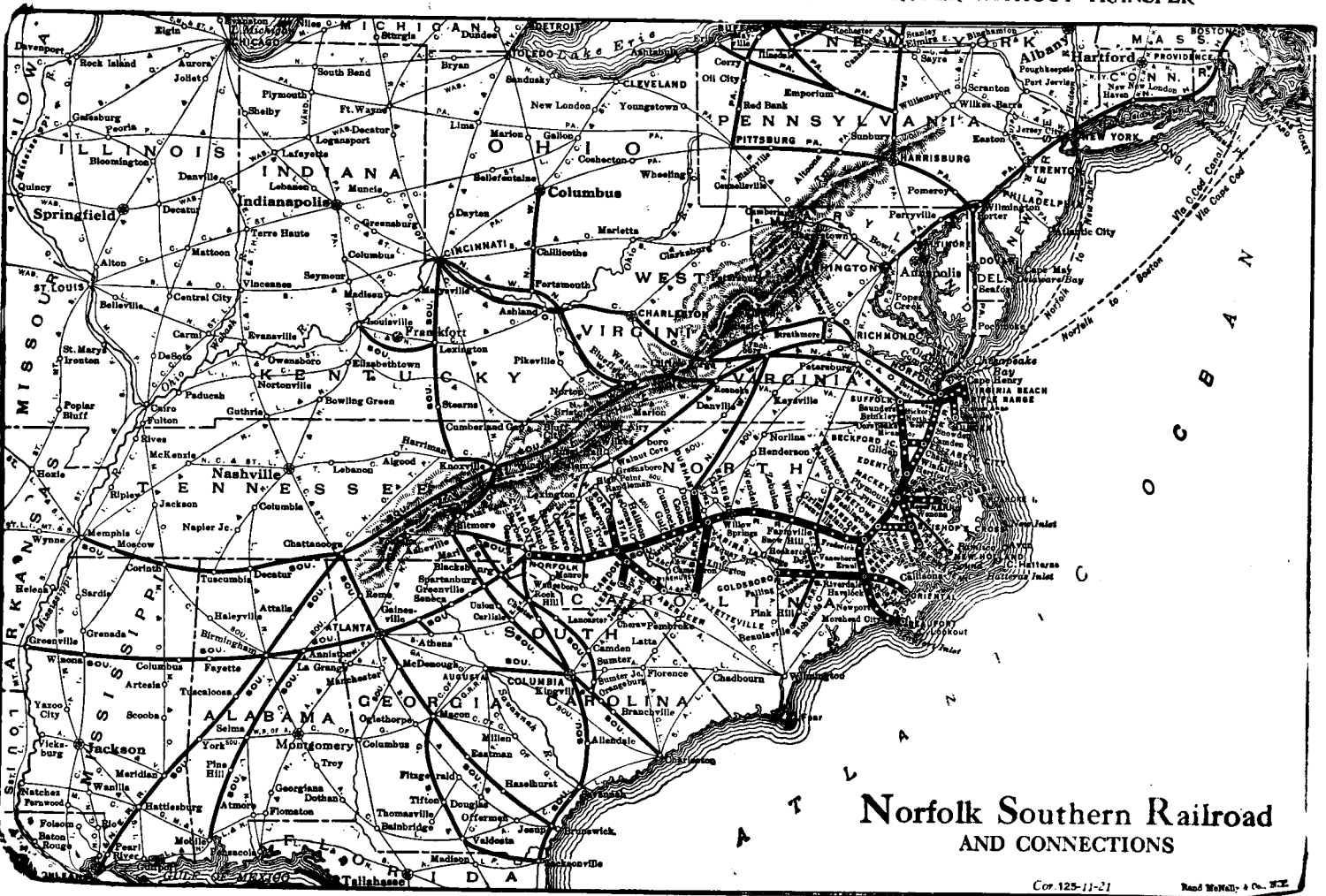
Table No. 5 (5-31). Through sleeping car service schedule.

\*Daily. †Daily except Sunday. ‡Passenger's variable sleeper on arrival. Black-face type indicates P. M. Light-face type A. M.



# NORFOLK SOUTHERN RAILROAD

ONLY NORTH CAROLINA LINE OPERATING TO AND FROM NORFOLK PROPER WITHOUT TRANSFER



## Norfolk Southern Railroad AND CONNECTIONS

Cor. 125-11-21

Read Norfolk, N. C.

TRAIN leaving Norfolk 10:10 A. M. daily, affords excellent service between Baltimore, Washington, Philadelphia, New York and Eastern points, and Eastern Carolina points.  
 TRAIN leaving Norfolk 8:30 P. M., carrying Sleeping Cars to Raleigh and New Bern, affords direct connection for Beaufort, New Bern, Kinston, Goldsboro, Washington, Greenville, Wilson, Raleigh, Fayetteville, Charlotte and intermediate points.

### NORFOLK SOUTHERN RAILROAD

Between Aberdeen, Pinelhurst and Asheboro, N. C.

Read Down	Miles	TABLE No. 19		Read Up			
		(5-31)	(5-31)				
No. 70	No. 72			No. 73	No. 71		
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 50%;">                 L ABERDEEN                  L PINELHURST                  L WYOMING                  L JACKSON SPRINGS                  L ASHEBORO                  L DUNCAN                  L ELLENBORO             </td> <td style="width: 50%;">                 M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.             </td> </tr> </table>						L ABERDEEN L PINELHURST L WYOMING L JACKSON SPRINGS L ASHEBORO L DUNCAN L ELLENBORO	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.
L ABERDEEN L PINELHURST L WYOMING L JACKSON SPRINGS L ASHEBORO L DUNCAN L ELLENBORO	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.						

### Between Star and Ellerbe, N. C.

No. 71 Miles	TABLE No. 20		No. 72		
	(5-31)				
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 50%;">                 L STAR                  L CINDER                  L NORTON                  L MOUNTAIN                  L WELLS                  L ELLERBE                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.             </td> <td style="width: 50%;">                 M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.             </td> </tr> </table>				L STAR L CINDER L NORTON L MOUNTAIN L WELLS L ELLERBE M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.
L STAR L CINDER L NORTON L MOUNTAIN L WELLS L ELLERBE M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.				

### Between Keene and Duncan, N. C.

(Durham Branch)

Miles	TABLE No. 21			
	(10-30)			
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 50%;">                 L KEENE                  L FAYETTEVILLE                  L DUNCAN                  M N. C. A. M.                  M N. C. A. M.             </td> <td style="width: 50%;">                 M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.             </td> </tr> </table>			L KEENE L FAYETTEVILLE L DUNCAN M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.
L KEENE L FAYETTEVILLE L DUNCAN M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.			

### TABLE No. 22

Between Norfolk and Cavalier Station (Virginia Beach).  
 DAILY EXCEPT AS SHOWN.  
 (Effective June 17, 1931.)

LEAVE NORFOLK (Terminal Station)	TABLE No. 22		LEAVE CAVALIER STATION (Virginia Beach)		
	(10-30)				
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 50%;">                 6:15 AM                  7:25 AM                  8:35 AM                  9:45 AM                  10:55 AM                  12:05 PM                  1:15 PM                  2:25 PM             </td> <td style="width: 50%;">                 3:35 PM                  4:45 PM                  5:55 PM                  7:05 PM                  8:15 PM                  9:25 PM                  10:35 PM                  11:45 PM             </td> </tr> </table>				6:15 AM 7:25 AM 8:35 AM 9:45 AM 10:55 AM 12:05 PM 1:15 PM 2:25 PM	3:35 PM 4:45 PM 5:55 PM 7:05 PM 8:15 PM 9:25 PM 10:35 PM 11:45 PM
6:15 AM 7:25 AM 8:35 AM 9:45 AM 10:55 AM 12:05 PM 1:15 PM 2:25 PM	3:35 PM 4:45 PM 5:55 PM 7:05 PM 8:15 PM 9:25 PM 10:35 PM 11:45 PM				

\*Express.  
 †Daily, except Sunday.  
 ‡Daily, except Sunday.  
 §Daily, except Sunday.  
 ¶Daily, except Sunday.  
 ††Daily, except Sunday.  
 †††Daily, except Sunday.  
 ††††Daily, except Sunday.  
 †††††Daily, except Sunday.  
 ††††††Daily, except Sunday.  
 †††††††Daily, except Sunday.  
 ††††††††Daily, except Sunday.  
 †††††††††Daily, except Sunday.  
 ††††††††††Daily, except Sunday.  
 †††††††††††Daily, except Sunday.  
 ††††††††††††Daily, except Sunday.  
 †††††††††††††Daily, except Sunday.  
 ††††††††††††††Daily, except Sunday.  
 †††††††††††††††Daily, except Sunday.  
 ††††††††††††††††Daily, except Sunday.

### NORFOLK SOUTHERN RAILROAD

#### CONNECTING LINES - Continued

##### SOUTHERN RAILWAY

NORFOLK & WASHINGTON STEAMBOAT COMPANY		SOUTHERN RAILWAY			
P. M. R. R.	P. M. R. R.	P. M. R. R.	P. M. R. R.		
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 50%;">                 L New York (Penn. Sta.)                  L New York (Liberty St.)                  L Washington (N. &amp; W. Bldg.)                  L Norfolk (N. S. R. Bldg.)                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 50%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> </tr> </table>				L New York (Penn. Sta.) L New York (Liberty St.) L Washington (N. & W. Bldg.) L Norfolk (N. S. R. Bldg.) M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.
L New York (Penn. Sta.) L New York (Liberty St.) L Washington (N. & W. Bldg.) L Norfolk (N. S. R. Bldg.) M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.				

##### SEABOARD AIR LINE RAILWAY

Daily	Daily	Daily	Daily				
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 25%;">                 L Raleigh                  L Aberdeen                  L Jacksonville                  L Savannah                  L Tampa                  L Tallahassee                  L Pensacola                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.             </td> <td style="width: 25%;">                 M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.             </td> <td style="width: 25%;">                 M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.             </td> <td style="width: 25%;">                 M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.                  M N. C. A. M.             </td> </tr> </table>				L Raleigh L Aberdeen L Jacksonville L Savannah L Tampa L Tallahassee L Pensacola M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.
L Raleigh L Aberdeen L Jacksonville L Savannah L Tampa L Tallahassee L Pensacola M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.	M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M. M N. C. A. M.				

##### PENNSYLVANIA R. R. (Cape Charles Route)

Daily	Daily	Daily	Daily				
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 25%;">                 L Norfolk                  L Cape Charles                  L Pocomoke                  L Snowsboro                  L Calverton                  L Washington                  L Baltimore                  L Philadelphia                  L New York                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> </tr> </table>				L Norfolk L Cape Charles L Pocomoke L Snowsboro L Calverton L Washington L Baltimore L Philadelphia L New York M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.
L Norfolk L Cape Charles L Pocomoke L Snowsboro L Calverton L Washington L Baltimore L Philadelphia L New York M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.				

##### BALTIMORE STEAM PACKET CO. (Old Bay Line)

P. M. R. R.	P. M. R. R.	P. M. R. R.	P. M. R. R.				
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 25%;">                 L New York (Penn. Sta.)                  L New York (Liberty St.)                  L Baltimore                  L Norfolk                  L Norfolk (N. S. R. Bldg.)                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> </tr> </table>				L New York (Penn. Sta.) L New York (Liberty St.) L Baltimore L Norfolk L Norfolk (N. S. R. Bldg.) M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.
L New York (Penn. Sta.) L New York (Liberty St.) L Baltimore L Norfolk L Norfolk (N. S. R. Bldg.) M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.				

##### CHESAPEAKE STEAMSHIP CO. (Chesapeake Line)

P. M. R. R.	P. M. R. R.	P. M. R. R.	P. M. R. R.				
<table border="0" style="width: 100%; font-size: small;"> <tr> <td style="width: 25%;">                 L New York (Penn. Sta.)                  L New York (Liberty St.)                  L Baltimore                  L Norfolk                  L Norfolk (N. S. R. Bldg.)                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> <td style="width: 25%;">                 M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.                  M N. Y. A. M.             </td> </tr> </table>				L New York (Penn. Sta.) L New York (Liberty St.) L Baltimore L Norfolk L Norfolk (N. S. R. Bldg.) M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.
L New York (Penn. Sta.) L New York (Liberty St.) L Baltimore L Norfolk L Norfolk (N. S. R. Bldg.) M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.	M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M. M N. Y. A. M.				

\*Daily, except Sunday.  
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# NORFOLK SOUTHERN RAILROAD

## MERCHANTS & MINERS TRANSPORTATION CO.

BETWEEN NORFOLK AND BALTIMORE, MD.

Leave Norfolk, Monday, Thursday, 4:00 P.M.  
 Arrive Norfolk, Wednesday, Saturday, 7:00 A.M.  
 BETWEEN NORFOLK AND BOSTON, MASS.

Leave Norfolk, Wednesday, Saturday, 4:00 P.M.  
 Arrive Norfolk, Monday, Thursday, 7:00 A.M.  
 BETWEEN NORFOLK AND PROVIDENCE, R. I.

Leave Norfolk, Wednesday, Saturday, 4:00 P.M.  
 Arrive Norfolk, Monday, Thursday, 7:00 A.M.  
 Freight Service Only.

## CHESAPEAKE & OHIO RAILWAY

Read Down	Daily	Daily	Daily	Daily	Read Up	Daily	Daily	Daily	Daily
12:45	PM	8:45	PM	11:35	AM	4:45	PM	7:15	AM
2:30	PM	10:30	PM	1:30	AM	6:30	PM	9:00	AM
4:15	PM	12:15	PM	3:15	AM	8:15	PM	10:45	AM
6:00	PM	2:00	PM	5:00	AM	10:00	PM	12:30	AM

## NORFOLK & WESTERN RAILWAY

Daily	Daily	Daily	Daily	Daily	Daily	Daily
12:15	PM	8:45	PM	11:35	AM	4:45
2:00	PM	10:30	PM	1:30	AM	6:30
4:15	PM	12:15	PM	3:15	AM	8:15
6:00	PM	2:00	PM	5:00	AM	10:00

## VIRGINIAN RAILWAY

Daily	Daily	Daily	Daily
10:00	AM	9:00	AM
12:00	PM	11:00	PM
2:00	PM	1:00	PM
4:00	PM	3:00	PM

## ATLANTIC COAST LINE

Read Down	Daily	Daily	Daily	Daily	Read Up	Daily	Daily	Daily	Daily
10:50	PM	8:15	PM	11:35	AM	4:45	PM	7:15	AM
12:35	PM	10:00	PM	1:30	AM	6:30	PM	9:00	AM
14:20	PM	11:45	PM	3:15	AM	8:15	PM	10:45	AM
16:05	PM	1:30	PM	5:00	AM	10:00	PM	12:30	AM

\*Daily, except Sunday.   
 †Sunday only.   
 ‡Daily except Sunday.

# NORFOLK SOUTHERN RAILROAD

## CONNECTING LINES—Continued.

### EASTERN STEAMSHIP LINES, INC. (OLD DOMINION LINE)

LEAVE NORFOLK, 7:30 P. M. (ET), DAILY EXCEPT SUNDAY  
 LEAVE NEW YORK, 12:00 NOON (ET), DAILY EXCEPT SUNDAY

## WINSTON-SALEM SOUTHBOUND RAILWAY

Read Down	Daily	Daily	Read Up	Daily
12:40	PM	11:40	AM	7:45
2:25	PM	10:25	PM	6:00
4:10	PM	9:10	PM	4:15
5:55	PM	8:55	PM	2:30

## NORFOLK AND EASTERN CAROLINA POINTS

Only North Carolina Line Entering the City of Norfolk proper without having to use Ferry.

For information as to Schedules, Reservations, etc., Call on or Address

- A. F. TANNERY, D. T. A. . . . . Raleigh, N. C.
- B. J. MILLER, C. T. A. . . . . Raleigh, N. C.
- T. R. HASSELL, Agent . . . . . Wilson, N. C.
- J. L. BRADSHAW, Agent . . . . . Greenville, N. C.
- M. T. BRADSHAW, Agent . . . . . Washington, N. C.
- MISS LULA PUGH, T. A. . . . . New Bern, N. C.
- W. J. NICHOLSON, Agent . . . . . Kinston, N. C.
- E. A. COLE, D. T. A. . . . . Norfolk, Va.
- J. R. STULTZ, C. T. A. . . . . Norfolk, Va.

\*Freight only.

# NORFOLK SOUTHERN RAILROAD

## SCHEDULES OF CONNECTING STEAMER LINES

EASTERN CAROLINA TRANSPORTATION COMPANY'S STEAMER—Leaves Elizabeth City, N. C., daily except Sunday, 8:00 a. m., for New York and Norfolk, Va., leaving 6:00 a. m. week days, 6:30 a. m. Sundays.   
 FAIRFELD AND ELIZABETH CITY TRANSPORTATION COMPANY'S STEAMER—Leaves Elizabeth City, N. C., every Wednesday at 6:00 p. m.   
 MOREHEAD CITY-SEAFOUR-OORACOKE MAIL BOAT—Leaves Morehead City, N. C., 6:30 a. m., Beaufort, N. C., 7:00 a. m., for Ocracoke, N. C., returning 1:00 p. m., Beaufort, N. C., 1:30 p. m., Morehead City, N. C., 2:00 p. m., and Morehead City, N. C., 3:00 p. m.   
 During Hunting Season on Sundays leaves Atlantic for Ocracoke at 1:15 p. m. with Bus Connection from Morehead City.   
 Steamer "COLUMBIAN"—Leaves Norfolk for Savannah Monday, Wednesday, Thursday and Saturday.   
 Steamer "PHOENIX"—Leaves Norfolk for Savannah Monday, Wednesday, Thursday and Saturday.   
 SALLON GREEK LINE—Leaves Eastern for Hills Landing except Sunday 3:00 p. m. Returns Hills Landing for Eastern except Sunday 9:00 a. m.   
 WANCHESE TRANSPORTATION CO.—Leaves Elizabeth City 12:30 P. M., Tuesday, Thursday and Saturday for Wanchese.

NOTE—Steamboat service is subject to conditions of weather and water, while the Companies intend to follow the regular schedules for promotion of passenger travel and other traffic, they cannot be responsible for detention of boats or delays in departure.   
 Schedules shown herein are subject to change without notice.   
 Black-face type P. M. Light-face type A. M.

## RAILROAD AND STEAMBOAT CONNECTIONS

- ABERDEEN, N. C.—With Seaboard Air Line and Aberdeen & Hookhish R. R.
- ASHEBORO, N. C.—With H. P. R. A. & S. R. R.
- BEAUFORT, N. C.—With Steamer Lines for Ocracoke Inlet and points on Cove Sound.
- CHARLOTTE, N. C.—With Seaboard Air Line, Southern Ry. and Piedmont-Northern Lines.
- COLON, N. C.—With Seaboard Air Line.
- DOVER, N. C.—With Dover & Southbound Railroad.
- EDENTON, N. C.—With Salmon Creek Line, for Willis' Landing.
- ELIZABETH CITY, N. C.—With Wanchese Trading Co. for Beaufort Island, N. C.
- FARMVILLE, N. C.—With East Carolina Railway.
- FAVETTEVILLE, N. C.—With Atlantic Coast Line and Aberdeen & Hookhish R. R.
- GOLDSBORO, N. C.—With Atlantic Coast Line and Southern Railway.
- GREENVILLE, N. C.—With Atlantic Coast Line.
- GULF, N. C.—With Atlantic & Yadkin R. R.
- LINCOLN, N. C.—With Atlantic Coast Line, \*Carolina Railroad.
- LILLINGTON, N. C.—With Atlantic & Western Railroad.
- NEW BERN, N. C.—With Atlantic Coast Line, Tri-weekly, Tuesday, Thursday and Sunday.
- NORFOLK, VA.—With Atlantic Coast Line, Seaboard Air Line, Southern Railway, Norfolk & Western Railway, Chesapeake and Ohio Railway, Virginia Railway, Pennsylvania Railroad, Baltimore Steam Packet Company, Chesapeake Steam, SIBD Company, Norfolk & Washington Steamship Company, Metropolitan (Old Dominion Line), Chesapeake and Eastern Steamship Company (Old Dominion Line).
- NORWOOD, N. C.—With Yadkin Railroad and Winston-Salem South Bound Ry.
- PLYMOUTH, N. C.—With Atlantic Coast Line and Wellington & Powellsville Railroad, St. Marks Ferry, for Windsor, N. C.
- RALEIGH, N. C.—With Southern Railway and Seaboard Air Line Railway.
- SUFFOLK, VA.—With Norfolk & Western Railway, Atlantic Coast Line, Seaboard Air Line, Southern Railway and Virginia Railway.
- VARINA, N. C.—With Durham & Southern Railway.
- WASHINGTON, N. C.—With Atlantic Coast Line.
- WILSON, N. C.—With Atlantic Coast Line.

\*Freight only.

# NORFOLK SOUTHERN RAILROAD

## THE CAVALIER VIRGINIA BEACH, VA.

Tide-water Virginia's Community Built and Owned Resort Hotel, is distinctive and unusual in its surroundings and appointments.   
 This magnificent fire-proof structure affords every convenience and comfort, glassed-in indoor salt water plunge, open summer porches, glassed-in winter sun porches, roof gardens, tea rooms, grill, dining rooms; rooms provided with running ice water, private tub and shower baths, hot and cold fresh water and salt water spray.

Guests have privileges of Princess Anne Golf Course and Cavalier Golf Course.

Norfolk Southern trains arrive at and depart from Cavalier Station, at entrance to Hotel Grounds, affording through train service with Pullman service between Virginia Beach and New York via Norfolk, Richmond and Washington, (see page 6.) Through baggage service arranged.

## GENERAL INFORMATION

NOT RESPONSIBLE—The Norfolk Southern Railroad Company is not responsible for errors in time tables, inconvenience or damage resulting from delayed trains or failure to make connections. Substitutes herein are subject to change without notice.   
 BUY TICKETS before boarding trains and avoid payment of extra charge.   
 CHILDREN under 6 years of age free, when accompanied by parent or guardian; 6 years of age and under 12, one-half fare; 12 years of age or over, full fare.   
 ADJUSTMENT OF FARES.—In cases of dispute with Conductors or Agents pay the fare required, take receipt and communicate with J. F. Dalton, General Passenger Agent, Norfolk, Va.   
 REDEMPTION OF TICKETS.—Tickets unused or partly used will be redeemed under Train regulations at proper value.   
 BAGGAGE MAXIMUMS.—No single piece of baggage exceeding 250 pounds in weight, or single shipment 75 inches in greater dimension or exceeding 2 1/2 inches in width, weight, value and use.   
 LIABILITY LIMITED.—Excess value to be declared and paid for at time of checking.   
 PUPPIES (not Mastiffs), BABY CARRIAGES, DOGS and GUNS are transported in baggage cars subject to Train regulations.   
 LOGG BROTHERS to be inquired for at Station Master's office or office of General Agent, Norfolk, Va.   
 No responsibility is assumed for unheeded notices left in station or cars.   
 Trading will make stops only at stations where time is given or as indicated by signs of this Company or Agents or the connections have no authority to change or vary from these conditions.   
 TICKET OFFICES at all local stations open 30 minutes before departure of passenger trains, affording passengers ample time to purchase tickets and baggage check.   
 Interline (or Foreign) Tickets are not kept in stock at minor stations. Intending purchasers will please give advance notice to Agent to enable him to instruct agent.   
 STOP-OVERS.—Stop-overs will only be permitted on all-year excursions, unless otherwise specified. Such stop-overs must be made on the same line, unless otherwise specified.   
 A minimum of two (2) first-class adult tickets of their equivalent will be required for the exclusive use of a dining-room and one (1) adult ticket of its equivalent for a second (2) adult tickets of their equivalent for exclusive occupancy of dining-room in a car.   
 TIME.—The time is shown in two series of figures. From 12:01 midnight to 12:00 noon night time 12:00 and 12:00.   
 TIME.—Standard on all Divisions.

\*Freight only.

# NORFOLK SOUTHERN RAILROAD

## BEAUFORT MOREHEAD CITY

Eastern Carolina's Magnificent Resorts provide unusual entertaining facilities for the exciting traveler.

Situated on the Atlantic Coast, surrounded by invigorating forests, bridge paths, golf course, and other means of recreation, there is available for the seeker of pleasure or rest an ideal situation.

During the winter season excellent hunting and fishing is provided within a short distance. During the other seasons all forms of amusements are awaiting the visitor.

Tourist fares available throughout the year. Through connections at New Bern and Goldsboro for East, North, West and South. Pullman reservations arranged and through baggage service provided.

### GREATLY REDUCED

## Summer Excursion Fares

Effective Daily until September 30th

To Resorts in the  
**East, West,  
South and Southwest**

Liberal Stopover Arrangements and Sidetrip  
Fares. Convenient Pullman Service

"The New Chamberlain"  
OLD POINT COMFORT, VA.  
(On site of former Chamberlain)

This magnificent hotel will restore the social and military activities for which Old Point Comfort was previously noted. All modern conveniences and first class appointments in every respect.

# NORFOLK SOUTHERN RAILROAD

## TRAVELERS' AID

Representatives of National Travelers Aid Society are at many of the larger stations for purposes of relief of distress and assistance of unprotected. Those in need of such service should inquire of the station force for a National Travelers Aid Society Representative.

### LITINERARY.

Leave	Via	Time	Date
Arrive	"	"	"
Leave	"	"	"
Arrive	"	"	"
Leave	"	"	"
Arrive	"	"	"
Leave	"	"	"
Arrive	"	"	"
Leave	"	"	"
Arrive	"	"	"
Leave	"	"	"
Arrive	"	"	"
Leave	"	"	"
Arrive	"	"	"
Leave	"	"	"
Arrive	"	"	"

Economical Pleasure Trips afforded by greatly reduced round-trip fares for following occasions.

**Week-End Fares  
Sunday Fares**

**Niagara Falls Excursions  
Jersey Seashore Excursions  
Florida Excursions**

CONSULT TICKET AGENTS

# NORFOLK SOUTHERN RAILROAD

## THE KEY TO YOUR HOME

Separated from home by country or continent, standing at way stations or alongside a water tank, close at hand is the key to your home.

## THE WESTERN UNION

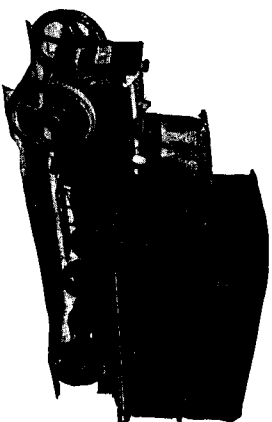
keys start your DAY LETTERS and NIGHT LETTERS on their way. Your "ALL'S WELL" message reached home before the mail train gets up steam. Low rates for many words.

## THE NORFOLK SOUTHERN

makes it possible for its patrons to keep in close touch with their families, their business and friends through the establishment of

## WESTERN UNION TELEGRAPH OFFICES

at all principal stations on its line and as further convenience telegraph blanks are carried on all sleeping and parlor cars. Ask the Porter for Telegraph Blanks.



Express Service Via

## NORFOLK SOUTHERN RAILROAD

From all stations along this railroad, shipments by express may be sent over the shortest and most direct routes to any of the 25,000 points in the United States, and Canada, served by the Railway Express Agency, Inc. The Railway Express Agency, Inc. pick up and deliver shipments within its designated limits at no extra cost. A duplicate system of receipts to the shipper and from the consignee insures safety. Shipments are accepted either prepaid or with charges collect and C.O.D. Remittances promptly returned. Free liability for full value up to \$50.00 for 100 lbs. or less—and at same ratio for heavier shipments. Prompt notification if shipments cannot be delivered. For details of rates, advice in regard to packing and marking, or for vehicle call, telephone the Railway Express Agency, Inc. representative nearest you.

Express Service Via

## NORFOLK SOUTHERN RAILROAD

# NORFOLK SOUTHERN RAILROAD

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J. R. PRITCHARD, Assistant Secretary  
E. D. KYLE, Vice-President in Charge of Traffic  
L. A. BECK, Assistant to President  
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J. C. NIELMS, Jr., General Auditor

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S. DUNHAM, Commercial Agent  
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CECIL MOORE, Traveling Freight Agent  
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W. C. LEWIS, Traveling Frt. Agt.

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C. M. BAIN, Asst. Gen. Counsel  
A. H. VAN BRUNT, Counsel  
R. G. RAY, Chief Claims Agent

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L. M. JONES, Purchasing Agent  
J. O. BURROW, General Storekeeper  
I. H. FISHER, Custodian of Tickets and Luggage

### ACCOUNTING

J. C. NIELMS, Jr., General Auditor  
J. T. RUX, Auditor of Receipts

### OPERATING

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L. P. KENNEDY, Superintendent Western Division  
J. S. COX, Superintendent Northern Division  
R. L. FAYNE, Chief Station Agent  
F. L. NICHOLSON, Chief Engineer  
A. D. DWYER, Superintendent Maintenance of Way  
A. E. ADAMS, Superintendent Motive Power  
J. I. HERRITAGE, Land and Industrial Agent  
H. TADLILSON, Agricultural and Industrial Agt.