

Buffalo-Englewood

| | |
|-----------------------------------|--------------------------------------|
| 1 express (exc.Tues.) | Buffalo-Oakland (To CB&Q 29) |
| 1 express “ | NY-WS - Phoenix (To CB&Q 3-55) |
| 1 express “ | “ Kansas City “ |
| 1 express “ | “ Denver (To CB&Q 29) |
| 1 Stge mail | “ “ “ |
| 1-3 Stge mail | “ Oakland “ |
| 1 Stge mail | “ Omaha “ |
| 1 Stge mail | “ Council Bluffs “ |
| 1 Stge mail | “ St Paul (To Milw #57) |
| 1 Stge mail | “ Spokane “ |
| 1 Stge mail | “ Seattle “ |
| 1 Stge mail | “ Milwaukee “ |
| 1 express | “ Minneapolis “ |
| 1 express | “ St Paul “ |
| 1 express (exc. Tues.) | “ Seattle “ |
| 1 express (Tues.) | “ Spokane “ |
| 1 express (exc. Tues.) | “ Portland “ |
| 1 express (exc. Tues.) | “ Milwaukee (to Milw 55) |
| 2 express | “ Chicago (To #357 Detroit) |
| 1 express (exc. DFH) | “ Jackson (To #369 Detroit) |
| 1-3 express | “ Detroit |
| 1 Flexi van flat mail (irregular) | “ “ |
| 1 SX (exc. DFH) | New York-Detroit (from #59 Buffalo) |
| 1 Stge Mail | Hoboken-Detroit (from EL#1-131 Bflo) |
| 1 express (exc. Tues.) | Buffalo-StPaul (To Milw #57) |
| Stove Rider | NY-WS-Englewood |

On Saturday will pick up at Detroit one car express for StPaul routed via Milw. 57 beyond Chicago. This car to be cut in train next ahead of the Buffalo-StPaul express car.

No. 17

The Wolverine – Daily except Sunday

Buffalo-Detroit

| | |
|--|----------------------|
| 1 Stge mail (exc. Tues. AM) (from PRR 571 Buffalo) | Philadelphia-Detroit |
| 1 Express (exc. Mon. & Tues. AM) (from PRR 571 Buffalo) | “ “ |
| 1 Express (irregular) | Buffalo-Detroit |
| 1 Stge mail (exc. Mon.) | “ “ |
| 1 Flexi van flat (2 vans mail) (exc. Tues.) | NY WS “ |
| 1 Flexi van flat (2 vans mail) (exc. Tues.) | NY WS-Chicago |
| 1 Baggage (papers) | New York-Detroit |
| 1 Baggage Dorm (5 exp. exc. Mon.) | “ “ Chicago |
| 3 coaches | “ “ “ |
| 1 Diner (kitchen rear) | “ “ “ |
| 1 Sleeper (#171 – 10&6) | “ “ “ |
| 1 Sleepercoach (SC-17 -16&10) | “ “ Detroit |
| 1 ..6 DBR Lnge Sleeper (#175) (lounge ahead) | “ “ “ |
| 1 Sleeper (#174 – 10&6) | “ “ “ |
| 1 Sleeper (#2717 – 10&6) (From #27 Buffalo) | Boston-Detroit |

15 cars Mon.)
 12 cars Tues.) Buffalo-Detroit express car (irregular)
 16 cars Wed. Thurs. Frid. Sat.) not included in count.

No.17

The Wolverine – Daily except Sunday

Detroit-Chicago

| | |
|--|------------------|
| 1 Flexi van flat (2 vans mail) (except Tuesday) | NY WS – Chicago |
| 1 Stge mail (exc. Mon.) (sealed – preferential) | Detroit-Chicago |
| 1 RPO (lav. rear) (except 5/29 – 7/3 – 9/4) | “ “ |
| 1 Baggage Dorm | New York-Chicago |
| 3 Coaches | “ “ “ |
| 1 Diner (kitchen rear) | “ “ “ |
| 1 Sleeper (#171 – 10&6) | “ “ “ |
| 1 Coach (Frid. & Sat. only) | Detroit “ |

8 cars Mon. & Tues.
 9 cars Wed. Thurs.
 10 cars Frid. & Sat.

No. 19

The Wolverine – Sunday only

Buffalo-Detroit

- 1 Stge mail
(from PRR 571 Buffalo)
- 1 Flexi van flat (2 vans mail)
- 1 Flexi van flat (2 vans mail)
- 1 Flexi van flat (2 vans mail)
- 1 Baggage (mail, baggage, newspapers)
- 1 Baggage Dorm
- 3 Coaches
- 1 Diner (kitchen rear)
- 1 Sleeper (#191 – 10&6)
- 1 Sleepercoach (SC-19 – 16&10)
- 1 Sleeper (#193- 10&6)
- 1 Sleeper (#2719 – 10&6)
(from #27 Bflo)

Philadelphia-Detroit

- High B ridge-Detroit
- New York WS-Detroit
- New York WS –Chicago
- New York-Detroit
- New York-Chicago
- New York-Chicago
- New York-Chicago
- New York-Chicago
- New York-Detroit
- New York-Detroit
- Boston-Detroit

14 cars

No. 19

The Wolverine – Sunday only

Detroit-Chicago

- 1 Flexi van flat (2 vans mail)
- 1 Baggage Dorm
- 3 Coaches
- 1 Diner (kitchen rear)
- 1 Sleeper (#191 – 10&6)
- 1 Coach

- New York WS-Chicago
- New York-Chicago
- New York-Chicago
- New York-Chicago
- New York-Chicago
- Detroit-Chicago

8 cars

5-4-65

No.50

Empire State Express – Daily

Detroit-Buffalo

| | |
|---|---------------------|
| 1 Flexi van flat (1 van exp. 1 van empty) (Tues) | Detroit-High Bridge |
| 1 Flexi van flat (2 vans express) (Wed. Thurs. Frid.) | “ “ “ |
| 1 Flexi van flat (2 vans mail) (irregular) | “ Li City (POC) |
| 1 Flexi van flat (2 vans mail) | “ New York WS |
| 1 Express (Sat. & Sun.) | “ “ “ “ |
| 1 Express (exc. Mon.) | “ Buffalo |
| 1 Express (exc. Mon.) | “ Philadelphia |
| 1 Express (from 370-366 Detroit) | Chicago-Buffalo |
| 1 Express “ “ “ “ | Chicago-Albany |
| 1 Express “ “ “ “ | Chicago-Boston |
| 1 Express (R) (exc. Mon.) | Detroit-Boston |
| 1 Express (R) (exc. Mon. & Tues.) | Detroit-Springfield |
| 1 Stge mail (exc. Mon. & Tues.) | “ “ |
| 1 Stge mail (irregular) | “ “ |
| 1 Stge mail (sealed – preferential) | “ New York |
| 1 Baggage (bonded) | “ Buffalo |
| 2 Coaches | “ “ |
| 1 Coach | “ New York |
| 1 Diner Lnge (Sunday) | “ Buffalo |

16 cars Sun.)
 9 cars Mon.) irregular cars not included in count
 13 cars Tues.)
 15 cars Wed. Thurs. Frid. Sat.)

5-4-65

No. 351

Empire State Express

Buffalo-Detroit

- 1 Express (exc. Sat. Sun. Mon. & DFH)
- 1 Stge mail (exc. Sat. Sun. Mon. & DFH)
- 1 Flexi van flat (2 vans express)
(Tues. thru Frid.)
- 1 Stge mail (preferential)
- 1 Flexi van flat (2 vans mail)
(Tues. thru Frid.)
- 1 Flexi van flat (2 vans mail) (exc. Tues.)
- 1 Stge mail (Time) (combo) (Sun. only)
- 1 Flexi van flat (2 vans mail)
(exc. Sun. & Mon.)
- 1 Flexi van flat (2 vans mail)
(exc. Sun. & Mon.)
- 1 Stge mail
- 1 Express
- 1 Stge mail (irregular)
- 1 Express (exc. Sun. Mon. Tues.)
- 1 Stge mail " " " "
- 1 Express (irregular)
- 1 Stge mail
- 1 RPO (exc. Sun & DFH other than 2/23 & 11/12)
(Lav. Rear)
- 1 Baggage (bonded)
(2' exp. exc. Sat. & Sun.)
- 2 Coaches
- 1 Diner Lnge
- 1 Coach

- 11 cars Sun.
- 11 cars Mon.
- 16 cars Tues.
- 19 cars Wed. Thurs. Frid.
- 15 cars Sat.

- New York WS-Detroit (from #95 Bflo)
- " " " " "" "
- High Bridge " " "" "

- New York-Detroit " "" "
- High Bridge-Detroit " "" "

- New York WS-Detroit " "" "
- New York-Detroit " "" "
- Rochester-Chicago (from #143 Bflo to No. 369Det.

- Syracuse-Chicago " "" " " " "" "

- Boston-Detroit (from #143 Bflo)
- " " (from #23 Bflo)
- Phila-Detroit (from PRR #575 Bflo)
- Hoboken-Detroit (from EL #37 Bflo)
- " " " "" "" "

- Buffalo-Detroit
- " "
- " "
- " "
- " "
- " "
- " "

- New York-Detroit (from #51 Bflo)

No. 354

New York Special – Daily

Chicago-Detroit

| | |
|--|--|
| 1 Flexi van flat (2 vans mail – Life Mag.) (Tuesday only) | Chicago-Detroit |
| 1 Stge mail (exc. Wed. & 3 rd DFH) | Los Angeles – Detroit (from ATSF #8) |
| 1 Stge mail (Mon. only) (Time Mag.) | Chicago-Detroit |
| 1 Express (M) (exc. Sun.) (no msgr on Sat.) | “ “ |
| 1 Stge Mail (exc. Mon.) | “ “ |
| 1 RPO (exc. Sun., 5/29, 7/3 and 9/4) (lav. rear) | “ “ |
| 1 Baggage | “ “ |
| 1 Coach (3 Sat. - 2 Frid.) | “ “ |
| *1 Diner Lnge (Pantry ahead) | “ Buffalo (Sat. operates to Detroit only) |
| 1 Coach (exc. Sat.) | “ “ |
| 1 Coach (exc. Sat.) | “ New York |

* On Sat. Diner Lnge is positioned In train next ahead of Detroit coaches.

- 7 cars Sun.
- 9 cars Mon. Tues. Thurs. Sat.
- 8 cars Wed.
- 10 cars Frid.

No. 354

New York Special – Daily except Saturday

Detroit-Buffalo

| | |
|------------------------------------|-------------------------|
| 1 Flexi van flat (2 vans mail) | Detroit-Buffalo |
| 1 Rider (off No. 370 exc. Sun.) DH | “ “ |
| DH head end cars | “ “ |
| 1 Baggage (bonded) | “ “ |
| 1 Coach (Frid. & Sun.) | “ “ |
| 1 Diner Lnge | Chicago “ |
| 1 Coach | “ “ |
| 1 Coach | “ New York (To #6 Bflo) |

6 cars Sun. Mon. Tues. Wed. Thurs.) Deadhead head end cars not included
 7 cars Sat.) in count.

No. 355

The Michigan – Daily

Detroit-Chicago

1 Flexi van flat (2 vans mail)
(exc. Sun. & Mon.)
1 Express (exc. Sun. & Mon.)
1 Baggage
3 Coaches (4 Frid. Sat. & Sun.)
1 Diner Lnge (Pantry rear)
1 Sleeper (#3550) (10&6)
(exc. Sat. - Parlor car service)

Detroit-Chicago

“ “
“ “
“ “
“ “
“ “

7 cars Sun. & Mon.
8 cars Tues.
9 cars Wed. Thurs. Sat.
10 cars Frid.

No. 356

The Twilight Limited – Daily

Chicago-Detroit

1 RPO (exc. Sun.) (lav. Rear)
 1 Baggage
 1 Diner Lnge (Pantry rear)
 3 Coaches (4 Frid. Sat. Sun.)
 1 – 6 Bdr Lnge des. 3560 (Lnge ahead)

Chicago-Detroit
 “ “
 “ “
 “ “
 “ “

7 cars Sun. Mon. Tues. Wed. Thurs.
 8 cars Frid. Sat.

No. 357

The Twilight Limited – Daily.

Detroit-Chicago

2 express
 1 Rider (DH)
 (from #370 – Sat. only)
 1 RPO (exc. Sun.) (lav. Rear)
 1 Baggage
 3 Coaches (4 Frid. & Sun.)
 1 Diner Lnge (Pantry rear)
 1 – 6 Bdr Lnge (dcs. 3570) (Lnge ahead)

New York WS-Chicago (from No.3 Detroit-Boston
 daily exc. Sun. Mon. & DFH)

Detroit-Chicago
 “ “
 “ “
 “ “
 “ “
 “ “

7 cars Sun. Mon.
 9 cars Tues. Wed. Thurs.
 10 cars Frid. Sat.

No. 366

Motor City Special – Saturday only

Chicago-Detroit

2 Flexi van flats (4 vans mail)
1 express (To #50 Detroit)
1 express (To #50 Detroit)
1 express (To #50 Detroit)
1 express
1 Baggage (10' express)
2 Coaches

Chicago-Detroit
Chicago-Buffalo
Chicago-Albany
Chicago-Boston
Chicago-Detroit
" "
" "

9 cars

No. 368

Motor City Special – daily except Sunday

Chicago-Detroit

1 Baggage
3 Coaches (2 Hol.)
1 Sleeper (#3683 – 10&6)

Chicago-Detroit
" "
" "

5 cars except 4 on Hol.

Train to be held 20 mins., if necessary, at Chicago for passengers of IC #2.

5-4-65

Detroit-Chicago

| | |
|---|---|
| 1 Flat (2 vans mail) (exc. Sun. & Mon.) | Rochester-Chicago (from #351 Detroit) |
| 1 Flat (2 vans mail) " " " " | Syracuse-Chicago (from #351 Detroit) |
| 1 Flat (mail or DH) (2 vans) (Sun. & Mon. only) | Detroit-Chicago [struck out on original – ed] |
| 1 Flat (2 vans mail) (exc. Sat. Sun. Mon.) | " " |
| 1 Flat (2 vans mail) | " " |
| 1 Flat (exc. Sat. & Sun.) | " " |
| (1 van exp. Chicago 1 van exp. Milwaukee) | |
| 1 Express (standard car) (Frid. & Sat.) | " " |
| 1 Express (msgr) (exc. Frid. & Sat.) | " " |
| 1 RPO (exc. Sat.) (Lav. Rear) | " " |
| 1 Baggage | " " |
| 2 Coaches | " " |
| 1 Sleeper (#3691 – 10&6) (exc. Sat.) | " " |
| 1 Flat (2 vans express) | " Kalamazoo |
| 1 Flat (2 vans express) (exc. Sat. night) | Jackson-Chicago |
| (1 van from Saginaw 1 van from A Arbor-Jackson) | |
| 1 Flat (2 vans express) (exc. Sat.) | Detroit-Jackson |
| (1 van exp. Lansing 1 van exp. Jackson) | |
| 1 Express (standard car) exc. Sun.Mon.& DFH) | New York-Jackson (from #13 Detroit) |

| Total number of cars: | Sun. | Mon. | Tues. | Wed. | Thurs. | Frid. | Sat. |
|---------------------------|------|-------|-------|------|--------|-------|------|
| From Detroit | 10/9 | 11/10 | 14 | 14 | 14 | 14 | 9 |
| From Jackson (night of) | 10/9 | 11/10 | 13 | 13 | 13 | 13 | 8 |
| From Kalamazoo (night of) | 9/8 | 10/9 | 12 | 12 | 12 | 12 | 7 |

No.370

Express & Mail – Daily except Saturday

Chicago-Detroit

| | | |
|--|-------------------|---------------------------|
| 1 Flat (2 vans express) (1 van from Saginaw 1 van from Jackson-A Arbor) | Chicago-Jackson | [this line struck out-ed] |
| 1 Flat (2 vans express) (1 van from Lansing 1 van from Jackson) | Jackson-Detroit | |
| (1) 2 Flats (4 vans mail) (exc. Sun. & Mon.) | Chicago-Detroit | |
| (2) 1 Flat (2 vans mail) (Sun. & Mon. only) | " " | |
| 1 Flat (exc. Sun.) (1 van from Milwaukee 1 van exp. from Chicago) | " " | |
| 1 Flat (2 empty vans) (Mon.AH) (DH) | Kalamazoo-Detroit | |
| 1 Flat (2 vans express) (1 van from Kalamazoo 1 van from Mich. City) | " " | |
| 1 Express (To #50 Detroit) | Chicago-Buffalo | |
| 1 Express " "" " | Chicago-Albany | |
| 1 Express " "" " | Chicago-Boston | |
| 1 Express (exc. Sun.) | Chicago-Detroit | |
| 1 RPO (Lav. Ahead) | " " | |
| 1 Baggage Car (open – for baggage, papers & preferential mail) | " " | |
| 1 Rider | " " | |

Note (1) – Will not operate on holidays other than Nov. 11 and Feb. 22.

Note (2) – Will also operate on holidays other than Nov. 11 and Feb. 22

| Total number of cars: | <u>Sun.</u> | <u>Mon.</u> | <u>Tues.</u> | <u>Wed.</u> | <u>Thurs.</u> | <u>Frid.</u> |
|---------------------------|-------------|-------------|--------------|-------------|---------------|--------------|
| From Chicago | 8 | 10 | 11 | 11 | 11 | 11 |
| From Kalamazoo (night of) | 10 | 11 | 12 | 12 | 12 | 12 |
| From Jackson (night of) | 10 | 11 | 12 | 12 | 12 | 12 |

The Wolverine – Daily

No.8

Chicago-Detroit

| | |
|--|------------------|
| 1 Baggage (70 ft.) | Chicago-New York |
| 1 Baggage Dorm | “ “ “ |
| 3 Coaches | “ “ “ |
| 1 Diner (kitchen rear) | “ “ “ |
| 1 Sleeper (#88 – 10&6) | “ “ “ |
| 1 Sleeper (#80 - 10&6) (exc.) (Parlor car Service) (Sat.) | “ Detroit |
| 1 Coach (Frid. & Sun.) | “ “ |

9 cars Sun. & Frid.
8 cars Mon. Tues. Wed. Thurs.
7 cars Sat.

No. 8

The Wolverine – Daily

Detroit-Buffalo

| | |
|--|---------------------|
| * 1 flexi van flat (mail) | Detroit-New York WS |
| 1 RPO (Lav. Ahead) (exc. Sun. 5/28/66, 7/2/66, 9/3/66) | Detroit-New York |
| 1 Baggage (70 ft.) | Chicago-New York |
| 1 Baggage Dorm (3' exp. Detroit-NY exc. Sat. & Sun.) | “ “ “ |
| 3 Coaches | Chicago-New York |
| 1 Diner (kitchen rear) | “ “ “ |
| 1 Sleeper (#88 – 10&6) | “ “ “ |
| 1 Sleepercoach (SC-8 – 16 & 10) | Detroit “ “ |
| 1 Sleeper (#84 – 6 DBR Lounge) (exc. Sat. Lounge ahead) | “ “ “ |
| 1 Sleeper (#85 – 10&6) | “ “ “ |

11 cars Sun. & Sat.
12 cars Mon. Tues. Wed. Thurs. Frid.

*If consist does not permit handling Detroit-New WS flexi van flat, mail, through on No.8 from Buffalo car is to be handled on rear of train from Detroit to be cut off at Buffalo. Mr. D. T. Hart's office will advise when necessary to handle this car on rear of train from Detroit.

Any additional cars of mail from Detroit for Buffalo and Springfield are to be handled on rear of train.

April 24, 1966

Buffalo-Englewood

1 Express (exc.Tues.)
 1 Express “
 1 Express “
 1 Express “
 1 Stge mail
 1-3 Stge mail
 1 Stge mail
 1 Stge mail
 1 Stge mail
 1 Stge mail
 1 Stge mail
 1 Express
 1 Express
 1 Express (exc. Tuesday)
 1 Express (Tuesday)
 1 Express (exc. Tuesday)
 1 Express (exc. Tuesday)
 2 Express
 1-3 Express
 1 Flexi van flat (mail) (irregular)
 1 Stge mail (exc. DFH & 11/12)
 1 Stge Mail
 1 Express
 1 Express
 1 express (exc. Tuesday)
 1 Stove Rider

Buffalo-Oakland (To CB&Q 29)
 NY-WS - Phoenix (To CB&Q 3-55)
 “ Kansas City “
 “ Denver (To CB&Q 29)
 “ “ “
 “ Oakland “
 “ Omaha “
 “ Council Bluffs “
 “ St Paul (To Milw #57)
 “ Spokane “
 “ Seattle “
 “ Milwaukee “
 “ Minneapolis “
 “ St Paul “
 “ Seattle “
 “ Spokane “
 “ Portland “
 “ Milwaukee (to Milw 55)
 “ Chicago (To #357 Detroit)
 “ Detroit
 “ “
 New York-Detroit (from #59 Buffalo)
 Hoboken-Detroit (from E-L Buffalo)
 Buffalo-Detroit
 Buffalo-Chicago (To #357 Detroit)
 Buffalo-StPaul (To Milw #57)
 New York WS-Englewood

No.13

Mail & Express – Sunday only

Buffalo-Englewood

| | |
|--|-------------------------------------|
| 1 Express | New York WS-Denver (To CB&Q 29) |
| 1 Stge mail | " " "" " " |
| 1-3 Stge mail | " " "" Oakland " |
| 1 Stge mail | " " "" Omaha " |
| 1 Stge mail | " " "" Council Bluffs (To CB&Q 29) |
| 1 Express | Buffalo-Oakland (To CB&Q 29) |
| 1 Express | Buffalo-St.Paul (To Milw 57) |
| 1 Stge mail | New York WS – StPaul " |
| 1 Stge mail | " " "" Spokane " |
| 1 Stge mail | " " "" Seattle " |
| 1 Stge mail | " " "" Milwaukee " |
| 1 Express | " " "" Minneapolis " |
| 1 Express | " " "" StPaul " |
| 1 Express | " " "" Spokane " |
| 1 Stove rider (oil heat syst.) | " " "" Chicago |
| 1 Stge mail | " " "" Portland (To CRI&P #9) |
| 1 Express | " " "" Salt Lake City (To CRI&P #9) |
| 1-3 Express | " " "" Oakland (To CRI&P #9) |
| 1-4 Express | " " "" Los Angeles (To ATSF #7) |
| 1 Express | " " "" Phoenix " |
| 1 Express | " " "" Kansas City " |
| 2 Express | " " "" Chicago |
| 2 Express | " " "" Detroit |
| 1 Flexi van flat (mail) (irregular) | " " "" " |
| 1 Express | Buffalo-Detroit |
| 1 Stge mail | " " |
| 1 Stge mail | " " (from E-L Buffalo) |
| 1 Stove rider | New York WS-Englewood |

April 24, 1966

No.17

The Wolverine – Daily except Sunday

Buffalo-Detroit

| | |
|---|---|
| 1 Flexi fan flat (mail) (exc. Tues.) | New York WS-Detroit |
| 1 Flexi van flat (mail) (exc. Tues.) | New York WS-Chicago |
| 1 Baggage (papers) | New York-Detroit |
| 1 Baggage Dorm (5' exp. exc. Mon.) | New York-Chicago |
| 3 Coaches | " " " |
| 1 Diner (kitchen rear) | " " " |
| 1 Sleeper (#171 – 10&6) | " " " |
| 1 Sleepercoach (SC-17 – 16&10) | " " Detroit |
| 1 6DBR Inge sleeper (#175) (Lounge ahead) | " " " |
| 1 Sleeper (#174 – 10 &6) | " " " |
| 1 Stge mail (Wed. Thurs. Frid. Sat.) | Harrisburg-Detroit (from PRR 571 Buffalo) |
| 1 Stge mail (exc. Tues. AH) | Philadelphia-Detroit (from PRR 571 Buffalo) |
| 1 Express (exc. Mon. & Tue. AH) | " " " " " " |
| 1 Stge mail (exc. Mon.) | Buffalo-Detroit |

13 cars Mon.
 11 cars Tues.
 16 cars Wed. Thurs. Frid. Sat.

No. 17

The Wolverine – Daily except Sunday

Detroit-Chicago

| | |
|---|---------------------|
| 1 Flexi van flat (mail) (exc. Tues.) | New York WS-Chicago |
| 1 Stge mail (preferential) (exc. Mon.) | Detroit-Chicago |
| 1 RPO (Lav. Rear) (exc. 5.28.66, 7/2/66, 9/3/66) | " " |
| 1 Baggage Dorm | New York-Chicago |
| 3 Coaches | " " " |
| 1 Diner (kitchen rear) | " " " |
| 1 Sleeper (#171 – 10&6) | " " " |

8 cars Mon. & Tues.
 9 cars Wed. Thurs. Frid. Sat.

Agreeable to handle not to exceed four head end cars on rear of train Buffalo to Detroit.
 Oil heated rider coach is to be placed on extreme rear whenever the number of head end cars exceed two.

April 24,1966

No. 19

The Wolverine – Sunday only

Buffalo-Detroit

| | |
|------------------------------------|---|
| 1 Flexi van flat (express) | High Bridge-Chicago |
| 1 Flexi van flat (exp.) | High Bridge-Detroit |
| 1 Flexi van flat (mail) | New York WS-Detroit |
| 1 Flexi van flat (mail) | New York WS-Chicago |
| 1 Baggage (mail, bage, newspapers) | New York-Detroit |
| 1 Baggage dorm | New York-Chicago |
| 3 Coaches | “ “ “ |
| 1 Diner (kitchen rear) | “ “ “ |
| 1 Sleeper (#191-10&6) | “ “ “ |
| 1 Sleepercoach (SC-19 – 10&6) | “ “ Detroit |
| 1 Sleeper (#193-10&6) | “ “ “ |
| 1 Stge mail | Harrisburg-Detroit (from PRR 571 Buffalo) |
| 1 Stge mail | Philadelphia-Detroit (from PRR 571 Buffalo) |

15 cars

No. 19

The Wolverine – Sunday only.

Detroit-Chicago

| | |
|----------------------------|---------------------|
| 1 Flexi van flat (express) | High Bridge-Chicago |
| 1 Flexi van flat (mail) | New York WS-Chicago |
| 1 Baggage Dorm | New York-Chicago |
| 3 Coaches | New York-Chicago |
| 1 Diner (kitchen rear) | “ “ “ |
| 1 Sleeper (#191 – 10&6) | “ “ “ |

8 cars.

Agreeable to handle not to exceed four head end cars on rear of train Buffalo to Detroit.
Oil heated rider coach is to be placed on extreme rear whenever the number of head end cars exceed two.

April 24,1966

No.50

Empire State Express – Daily

Detroit-Buffalo

| | |
|--|--|
| 1 Flexi van flat (express) (exc. Mon. & Tues.) | Chicago-High Bridge (from 370-366 Detroit) |
| 1 Flexi van flat (mail) (irregular) | Detroit-LI City (POC) |
| 1 Flexi van flat (mail) (irregular) | Detroit-New York WS |
| 1 REX Container Car (express) (exc. Mon.) | Detroit-New York WS |
| 1 SM (preferential) | Detroit-Buffalo |
| 1 Express (exc. Mon.) | Detroit-Buffalo |
| 1 Express (exc. Mon.) | Detroit-Buffalo (to PRR Buffalo) |
| 1 Express | Chicago-Buffalo (from 370-366 Detroit) |
| 1 Express | Chicago-Albany (from 370366 Detroit) (to 96 Buffalo) |
| 1 Express (R) | Detroit-Boston (to 96 Bflo Exc. Sat. & Sun. to 148) |
| 1 Express (R) (exc. Mon. & Tues.) | Detroit-Springfield (to 96 Bflo exc. Sat. & Sun. to 148) |
| 1 SM (irregular) | Detroit-Springfield (to 96 Bflo exc. Sat. & Sun. to 148) |
| 1 Baggage (bonded) | Detroit-Buffalo |
| 1 Coach | Detroit-Buffalo |
| 1 Coach | Detroit-New York |
| 1 Diner Lnge (Sunday) | Detroit-Buffalo |

Agreeable to handle not to exceed four head end cars on rear of train Detroit to Buffalo. Oil heated rider coach is to be placed on extreme rear whenever the number of head end cars exceed two.

| | | |
|--------------------------------|---|---------------------------------------|
| 13 cars Sun. |) | |
| 7 cars Mon. |) | Irregular cars not included in count. |
| 10 cars Tues. |) | |
| 12 cars Wed. Thurs. Frid. Sat. |) | |

April 24, 1966

Buffalo-Detroit

| | |
|--|---|
| 1 Flexi van flat (express) (exc. Sat. Sun. Mon. & DFH) | High Bridge-Chicago (from #95 Bflo to #369 Detr.) |
| 1 Flexi van flat (express) “ “ “ “ “ “ | High Bridge-Detroit (from #95 Buffalo) |
| 1 Flexi van flat (mail) “ “ “ “ “ “ | High Bridge-Detroit (from #95 Buffalo) |
| 1 Flexi van flat (mail) (exc. Sun. Mon. & DPH) | New York WS-Detroit (from #95 Buffalo) |
| 1 Stge mail (preferential) | New York-Detroit (from #95 Buffalo) |
| 1 Stge mail (exc. Mon.) | Boston-Detroit (from #23 Bflo exc. Sun. from #143 Sun.) |
| 1 Express | Boston-Detroit (from #23 Buffalo) |
| 1 Stge mail (irregular) | Phila-Detroit (from PRR Buffalo) |
| 1 Express (exc. Sun. Mon. Tues.) | Hoboken-Detroit (from EL Buffalo) |
| 1 Stge mail (exc. Sun. Mon. Tues.) | Hoboken-Detroit (from EL Buffalo) |
| 1 Express (Mon. only) | Buffalo-Detroit |
| 1 Express (irregular) | Buffalo-Detroit |
| 1 Stge mail | Buffalo-Detroit |
| 1 RPO (exc. Sun. & 5/28/66, 7/2/66, 9/3/66) (lav. Rear) | “ “ |
| 1 Baggage (bonded) (2' express exc. Sat. & Sun.) | “ “ |
| 1 Coach (2 Frid. Sat. Sun.) | “ “ |
| 1 Diner Lnge | “ “ |
| 1 Coach | New York-Detroit |
| 1 Papers (Thurs. only) | Dunkirk-London (from #4 Buffalo) |

9 cars Sun. Mon.)
 13 cars Tues. Sat.) Irregular cars not included in count.
 15 cars Wed.)
 16 cars Thurs. Frid.)

April 24, 1966

No. 354

New York Special – Daily

Chicago-Detroit

| | |
|--|---|
| 1 Flexi van flat (mail) (irregular) | Chicago-Detroit |
| 1 Flexi van flat (mail) (Life Mag.) (Tues. only) | “ “ |
| 1 Stge mail (exc. Wed. & 3 rd DFH) | LA-Detroit (from ATSF #8) |
| 1 Stge mail (Time Mag.) (Mon. only) | Chicago-Detroit |
| 1 Express (exc. Sat. & Sun.) | “ “ |
| 1 Stge mail (exc. Mon.) | “ “ |
| 1 RPO (exc. Sun. & 5/28, 7/2, 9/3) | “ “ |
| 1 Baggage (bonded) | “ “ |
| 1 Coach (3 Sat.) | “ “ |
| *1 Diner (pantry ahead) | “ Buffalo (Sat. operates to Detroit only) |
| 2 Coaches (exc. Sat.) | “ Buffalo |

*On Sat. Diner Lnge is positioned in train next ahead of the Detroit coaches.

7 cars Sun.
 9 cars Mon. Thurs. Frid.
 10 cars Tues.
 8 cars Wed. Sat.

No. 354

New York Special – Daily except Saturday

Detroit-Buffalo

| | |
|-------------------------------------|---------------------|
| 1 Stge mail (irregular) | Detroit-Springfield |
| 1 Flexi van flat (mail) | Detroit-Buffalo |
| 1 Rider (off No.370 – exc. Sun. DH) | “ “ |
| DH head end cars | “ “ |
| 1 Baggage (bonded) | “ “ |
| 1 Diner Lnge (pantry ahead) | Chicago-Buffalo |
| 2 Coaches | “ “ |

6 cars except Sun. 5 cars.

April 24, 1966

No. 355

The Michigan – Daily

Detroit-Chicago

| | | |
|--|---|-----------------|
| 1 Flexi van flat (2 vans mail) (exc. Sun. & Mon.) | | Detroit-Chicago |
| 1 Express (exc. Sun. & Mon.) | “ | “ |
| 1 Baggage | “ | “ |
| 3 Coaches (4 Frid. & Sun.) | “ | “ |
| 1 Diner Lnge (Pantry rear) | “ | “ |
| 1 Sleeper (#3550 – 10&6) (exc. Sat.) (Parlor Car Service) | “ | “ |

7 cars Sun. Sat.

6 cars Mon.

8 cars Tues. Wed. Thurs.

9 cars Frid.

No. 356

The Twilight Limited – Daily

Chicago-Detroit

| | |
|--|-----------------|
| 1 Flexi van flat (mail) (irregular) | Chicago-Detroit |
| 1 RPO (exc. Sun.) | Chicago-Detroit |
| 1 Baggage | “ “ |
| 1 10-6 Sleeper des. 3560 (Parlor car service) | “ “ |
| 1 Diner (Pantry rear) | “ “ |
| 3 Coaches (4 Frid. & Sun.) | “ “ |

7 cars Sun. Mon. Tues. Wed. Thurs. Sat.
8 cars Frid.

No. 357

The Twilight Limited – Daily

Detroit-Chicago

| | |
|--|---|
| 2 Express | NY WS-Chicago (from No. 13 Detroit daily except Sun. Mon. & DFH) |
| 1 Rider (DH) (Sat. only – from #370) | Detroit-Chicago |
| 1 RPO (exc. Sun.) (lav. Rear) | “ “ |
| 1 Baggage | “ “ |
| 3 Coaches (4 Frid. Sun. & 2 Sat.) | “ “ |
| 1 Diner Lnge (Pantry rear) | “ “ |
| 1 10-6 Sleeper des. 3570 (Parlor car service) | “ “ |

7 cars Sun. Mon.
9 cars Tues. Wed. Thurs. Sat.
10 cars Frid.

April 24, 1966

No.366

Motor City Special – Saturday only

Chicago-Detroit

| | |
|---|---------------------|
| 2 Flexi van flats (4 vans mail) | Chicago-Detroit |
| 1 Flexi van flat (2 vans express) (To #50 Detroit) | Chicago-High Bridge |
| 1 Express (To #50 Detroit) | Chicago-Buffalo |
| 1 Express (To #50 Detroit) | Chicago-Albany |
| 1 Express | Chicago-Detroit |
| 1 Baggage (sealed) (baggage, newspapers & preferential mail) | " " |
| 1 Baggage (10' express) | Chicago-Detroit |
| 2 coaches | " " |
| 10 cars | |

No. 368

Motor City Special – Daily except Sunday

Chicago-Detroit

| | |
|-----------------------------------|-----------------|
| 1 Baggage | Chicago-Detroit |
| 4 Coaches (2 Hol. & 3 Sat.) | " " |
| 5 cars exc. 3 on Hol. & 4 on Sat. | |

Train to be held 20 mins., if necessary, at Chicago for passengers off IC #2.

April 24, 1966

No. 369

Motor City Special – Daily

Detroit-Chicago

| | |
|--|--|
| 1 Flexi van flat (express) (exc. Sat. Sun. Mon. & DFH) | High Bridge-Chicago (from #351 Detroit) |
| 1 Flexi van flat (mail) | Detroit-Chicago |
| 1 Flexi van flat (exp.) (exc. Sat. & Sun.) (1 van exp. Chicago 1 van exp. Milwaukee) | “ “ |
| 1 Express (conventional car) | “ “ |
| 1 RPO (exc. Sat.) (Lav. Rear) | “ “ |
| 1 Baggage | “ “ |
| 2 Coaches | “ “ |
| 1 Express (jeep) (exc. Sun.) | “ Kansas City (To CRI&P #3) |
| 1 Flexi van flat (1 van exp. Kazoo 1 van exp. Mich.City) | “ Kalamazoo |
| 1 Flexi van flat (2 vans express) (exc. Sat. night) (1 van from Saginaw 1 van from A Arbor-Jackson) | Jackson-Chicago |
| 1 Flexi van flat (express) (exc. Sat.) (1 van exp Lansing 1 van exp. Jackson) | Detroit-Jackson |

| Total number of cars | <u>Sun.</u> | <u>Mon.</u> | <u>Tues.</u> | <u>Wed.</u> | <u>Thurs.</u> | <u>Frid.</u> | <u>Sat.</u> |
|---------------------------|-------------|-------------|--------------|-------------|---------------|--------------|-------------|
| From Detroit | 8 | 10 | 11 | 11 | 11 | 11 | 7 |
| From Jackson (night of) | 8 | 10 | 11 | 11 | 11 | 11 | 7 |
| From Kalamazoo (night of) | 7 | 9 | 10 | 10 | 10 | 10 | 6 |

April 24, 1966

No. 370

Express & Mail – Daily except Saturday

Chicago-Detroit

| | |
|--|---------------------|
| 1 Flexi van flat (express) (1 van Saginaw 1 van Jackson-Ann Arbor) | Chicago-Jackson |
| 1 Flexi van flat (express) (1 van from Lansing 1 van from Jackson) | Jackson-Detroit |
| 1-2 Flexi van flats (mail) | Chicago-Detroit |
| 1 Flexi van flat (express) (exc. Sun.) (1 van exp. From Milwaukee 1 van exp. From Chgo) | Chicago-Detroit |
| 1 Flexi fan flat (2 empty vans) (DH) (Mon. AH only) | Kalamazoo-Detroit |
| 1 Flexi van flat (express) (1 van from Kalamazoo 1 van from Mich. City) | Kalamazoo-Detroit |
| 1 Flexi van flat (express) (to #50 Detroit) | Chicago-High Bridge |
| 1 Express (To #50 Detroit) | Chicago-Buffalo |
| 1 Express (To #50 Detroit) | Chicago-Albany |
| 1 Express (exc. Sun.) | Chicago-Detroit |
| 1 RPO (Lav. Ahead) | Chicago-Detroit |
| 1 Baggage car (open for baggage, papers & pref. Mail) | Chicago-Detroit |
| 1 Rider | Chicago-Detroit |

| Total number of cars | <u>Sun.</u> | <u>Mon.</u> | <u>Tues.</u> | <u>Wed.</u> | <u>Thurs.</u> | <u>Frid.</u> |
|---------------------------|-------------|-------------|--------------|-------------|---------------|--------------|
| From Chicago | 9-10 | 10-11 | 10-11 | 10-11 | 10-11 | 10-11 |
| From Kalamazoo (night of) | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
| From Jackson (night of) | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |

April24, 1966

No. 371

The Ontarian – Daily

Buffalo- Toronto

| | |
|---|------------------|
| 1 Express (Sun.) | Buffalo-Hamilton |
| 1 Express (M) | Buffalo-Toronto |
| 1 Express (exc. Sun.) | “ “ |
| 1 stge mail | “ “ |
| 1 Baggage | “ “ |
| 2 coaches | “ “ |
| 1 Sleeper (#198 – 10&6) (Sun. only) (from #19 Buffalo) | New York-Toronto |
| 2 Sleepers (exc. Sun.) (#5710 – 10&6) (#5712 – 10&6) (from #57 Buffalo) | New York-Toronto |
| 1 coach | New York-Toronto |

8 cars Sun.

9 cars Mon. Tues. Wed. Thurs. Frid. Sat.

No. 376

The Ontarian – Daily

Toronto-Buffalo

| | |
|---|-----------------------------|
| 1 Express (msgr) (exc. Sat. & Sun.) | Toronto-Buffalo |
| 1 Stge mail (exc. Mon.) | “ “ |
| 1 Baggage | “ “ |
| 2 coaches | “ “ |
| 2 Sleepers (1 Sat.) (#3210 – 10&6) (#3211 – 10&6) (exc. Sat.) | “ New York (To #16 Buffalo) |
| 1 coach | “ “ “ (To #16 Buffalo) |

7 cars Sun. & Mon.

8 cars Tues. Wed. Thurs. Frid.

6 cars Sat.

April 24, 1966

NEW YORK CENTRAL RAILROAD
PASSENGER SALES & SERVICE INFORMATION BULLETIN
CIRCULAR A-2354

New York, June 12, 1967

TICKET AGENTS
PASSENGER SALES & SERVICE REPRESENTATIVES
INFORMATION BUREAU MANAGERS
NEW YORK CENTRAL SYSTEM & CONNECTING LINES

RESTORATION OF SECOND SLEEPERCOACH – 20TH CENTURY LIMITED

16 Single – 10 Double Room Sleepercoach designated SC 25 westbound New York to Chicago, train 25; also similar style car designated SC 26 eastbound Chicago to New York, train 26, which was temporarily discontinued early in March has been restored to daily operation in each direction until further advice.

STOP OF HUDSON DIVISION TRAIN 841 AT MANITOU, N.Y.

Hudson Division commutation train No. 841 is now stopping at Manitou, N.Y. At 6.33 P.M. Daily except Saturday and Sunday to discharge passengers.

CHANGE IN TERMINUS – CANADIAN PACIFIC “DAYLINERS”
PRESENTLY OPERATING BETWEEN DETROIT AND TORONTO

For your information and guidance in ticketing passengers for service between Chicago and Detroit points and points on the Canadian Pacific between Detroit and Toronto; the following advice from the Canadian Pacific is of particular importance:

“This is to advise that, with the authority of the Michigan Public Service Commission, our “Dayliner” service between Windsor and Detroit – outlined in Table 15 of our current public folders – will be withdrawn as follows:

Our last train into Detroit will be No.339
on June 15, 1967.

Our last train out of Detroit will be No. 340
on the same date, that is to say, June 15, 1967.

“I would however draw to your special attention that our “Dayliner” service trains 337-339-338 and 340 between Toronto and Windsor, Ont. will continue as presently scheduled.”

Your attention is drawn to table 11 (Page 5) of our general timetable Form 1001, and also to our Western Area timetable Form 200 wherein Chicago-Toronto service via Detroit and Canadian Pacific is above.

After June 15, connections to and from above mentioned Canadian Pacific "Dayliner" must be made at Windsor, Ontario Station instead of MC Station at Detroit.

Passengers using train 354 from Chicago and intermediate points can remain on this train to Windsor, Ont. And connect at that point with Can.Pac."Dayliner" No. 340. Passengers using other services shown (in either direction) must make own arrangements to transfer via taxi or bus to or from Detroit and Windsor.

J. J. DIVNEY
Manager of Passenger Sales and Service

cc: Director, Passenger Train Operations
Manager, Dining and Sleeping Car Service (10)
Baggage Agents
Superintendants
Train Masters

NEW YORK CENTRAL RAILROAD
PASSENGER SALES & SERVICE INFORMATION BULLETIN
CIRCULAR A-2353

New York, April 25, 1967

TICKET AGENTS
PASSENGER SALES & SERVICE REPRESENTATIVES
INFORMATION BUREAU MANAGERS
NEW YORK CENTRAL SYSTEM & CONNECTING LINES

CHANGES IN OPERATION OF EQUIPMENT
EFFECTIVE APRIL 30, 1967

Coincident with the changes in schedules effective April 30, 1967, the following changes in style, operation of equipment and assignment of space will become effective.

| <u>Train</u> | <u>Car no.</u> | <u>Style</u> | <u>From</u> | <u>To</u> | <u>Change</u> |
|--------------|----------------|-----------------------|-------------|-----------|--|
| 8 | 84 | 6 DBR Lge (Ex Sat) | Detroit | New York | Will be discontinued. |
| 17 | 175 | 6 DBR Lge | New York | Detroit | Will be discontinued. |
| 16(D&H 12) | 1229 | 12 DBR | Montreal | New York | Presently operating Sat. only in D&H 12-NYC 16- |
| " | 1231 | 10-6 | " | " | Will be changed to operate in D&H 10-NYC 6 and redesignated 1029 and 1031 respectively. |
| 16-98 | 162 | 6 DBR Lge | Cleveland | New York | Will be changed to a daily operation instead of daily except Sat. operation as now. |
| 25 | Coach 3 | 56 Res. Seat Coach | New York | Chicago | Will be restored effective first trip from New York June 23 Operating daily-Last trip September 10. |
| 26 | Coach 4 | 56 Res. Seat Coach | Chicago | New York | Will be restored effective first trip from Chicago June 23 Operating daily-Last trip September 10. |
| 25 | Coach 1 | 56 Res. Seat Coach | New York | Chicago | Space reassigned as follows: Porter Seats 1 and 2 Chicago-Seats 31 to 38 incl. |

Albany-Seat 51 and 52
Condr-Seats 55 and 56.
(Albany-Additional Seats 4 and 48 June 23
to Sept. 10 incl. Only)
New York-Balance of space.

| | | | | | |
|----|-----|--------|----------|---------|--|
| 25 | 257 | 10-6 | New York | Chicago | Will be redesignated 253 |
| 25 | 259 | 10-6 | " | " | Will be redesignated 254 |
| 25 | 251 | 12 DBR | " | " | Now operating "Daily except Saturday" |

Continued -

| <u>Train</u> | <u>Car no.</u> | <u>Style</u> | <u>From</u> | <u>To</u> | <u>Change</u> |
|----------------|-------------------|---------------------------------|---------------------------|------------------------|--|
| 26 | 267 | 10-6 | Chicago | New York | Will be redesignated 263 |
| 26 | 269 | 10-6 | " | " | Will be redesignated 264 |
| 26 | 261 | 12 DBR | " | " | Now operating "Daily ex. Sat." |
| 27 | SC-27 | 16-10 | Boston | Chicago | Space reassigned as follows: Chicago-SgleRms. 2 and 4 Dbl Room F Albany-SgleRms. 14-1-16-17 Dbl Rooms C and D Boston-Balance of space |
| 35(D&H 9) | 354 355 --- | 12 DBR) 10-6) Coaches) | New York | Montreal | Will be transferred to operate in No. 59 to Albany, thence D&H 9 and redesignated 5901 for 10-6 car and 5902 for the 12DBR car. |
| 59 | | 6 DBR Lge | New York | Cleveland | NEW CAR – Will operate Saturday only <u>FOR LOUNGE PURPOSES ONLY</u> |
| 98 | --- | Tavern Lge. (Sun.Only) | Buffalo | New York | Will be discontinued in view of 6 DBR Lounge car operating daily in 16-98. |
| 312-28-54 " | 3123 ----- | 10-6 Coach | Indianapolis St. Louis | New York) New York) | Will be transferred to operate in 312 to Cleveland-thence 16 to New York. |
| 304 C&O 4 | --- | 11 DBR (Pullman Operated) | Chicago | Charlottesville | NEW CAR designated 3040. Will operate April 8 to June 8 incl. Chicago- All space. |
| 303 C&O 1 | --- | 11 DBR (Pullman Operated) | Charlottesville | Chicago | NEW CAR designated C18. Will operate April 9 to June 9 incl. C&O RR – All space. |

J. J. DEVNEY

Manager of Passenger Sales and Service

cc-Director, Passenger Train Operatio
 Manager, Dining and Sleeping Car Service (10)
 Baggage Agents
 Superintendants
 Train Masters

THE NEW YORK CENTRAL RAILROAD COMPANY
Passenger Sales Department

New York, N.Y., February 14, 1967
File 9 5-1

TEMPORARY CIRCULAR NO. 1555

SUBJECT: Round-trip coach party fares for group movements of Boy Scouts, account Philmont Scout Ranch at Cimarron, N.M. Operated by the National Council of the Boy Scouts of America (Season 197).

TO: TICKET AGENTS, BAGGAGE AGENTS, PASSENGER SALES REPRESENTATIVES AND ALL OTHERS INTERESTED:

In connection with the above subject, the following railroads have authorized round trip coach party fares from all points in their territories to Raton, New Mexico or to Denver, Colo., returning from Colorado Springs, Colo.

| | | |
|--------------|------------|----------------------|
| AT&SF System | D&RGW | KCS Lines |
| C&S | FW&d | N&W (Western Region) |
| CB&Q | GM&O | StL-SF |
| CMSt&P&P | Ill. Cent. | |

Fares to be available to parties of eleven (11) Boy Scouts, including one Scout Leader (or more as shown herein), presenting identification or membership cards entitling them to the reduction in group charge.

Parties must travel together on both the going and return trips and via the same route in both directions.

Dates of sale are May 1 to September 30, 1967, inclusive; return limit forty-five (45) days in addition to date of sale.

Stopovers are permitted in both directions within final limit of ticket.

Tickets will not be honored on Santa Fe trains Nos. 17 and 18, "El Capitan", Trains Nos. 19 and 20, "The Chief", nor in coaches operated on Trains Nos. 17 and 18, "Super Chief".

Round Trip Group Charge from Chicago, Ill. To Raton, N.M.:
or to Denver, Colo. returning from Colorado Springs, Colo.

| <u>No.</u> <u>Scouts</u> | <u>No.</u> <u>Leaders</u> | <u>Total Rail Charge</u> | |
|-----------------------------|------------------------------|--------------------------|---------------|
| | | <u>Raton</u> | <u>Denver</u> |
| 10 | 1 | \$521.00 | \$359.50 |
| 11 | 1 | 573.10 | 395.45 |
| 12 | 1 | 625.20 | 431.40 |
| 13 | 1 | 677.30 | 467.35 |

| | | | |
|----|---|----------|--------|
| 14 | 1 | 729.40 | 508.30 |
| 15 | 1 | 781.59 | 539.25 |
| 16 | 1 | 833.60 | 575.20 |
| 17 | 1 | 885.70 | 611.15 |
| 18 | 1 | 937.80 | 647.10 |
| 19 | 1 | 989.90 | 683.05 |
| 20 | 1 | 1,042.00 | 719.00 |
| 20 | 2 | 1,042.00 | 719.00 |

ad infinitum for large groups

OVER -

The GPC-ERR announced that in connection with the above tender, they will apply for groups of 11 or more Boy Scouts (including Scout Leaders) the round trip coach party fare basis now applicable for groups of 15 or more (65% of regular round trip coach fare), with customary equalization through the several gateways of fares so constructed.

Block ticket will be used and will be endorsed "Boy Scout" and "Good in coaches only" and will not be made valid in Sleeping, Parlor Car, or in Sleepercoach by additional fare payment or otherwise.

In New England territory (stations Albany to Boston, inclusive) there is no reduction and regular round-trip coach fares will apply to the border.

When transfer of passenger and baggage is desired at any junction or gateway point, the fares authorized within GPC-ERR territory or combination of such fare basis to or from gateways of other territories, will not include transfer of passenger and baggage and such charge should be secured from the Office of Director of Passenger Fares and Divisions, New York, N.Y.

An individual tariff will be issued in each case, and we will publish each tariff on a total charge basis. As an example:

10 Boy Scouts and 1 Leader

| | |
|---------------------------------|---------------|
| Origin station to Chicago Ill. | |
| \$30.00 per capita x 11 | \$330.00 |
| Chicago to Raton (Group Charge) | <u>521.00</u> |
| TOTAL | \$851.00 |

Short notice filing has been requested from the Interstate Commerce Commission and all requests for tariffs should reach this office at least 15 days in advance of movement. THIS IS IMPORTANT.

Issued by:

L.A. HORSMAN

Director of Passenger Fares and Divisions