

Reference Marks

- Daily. § Sunday only. • This train does not carry baggage. + See extra fare reference on pages 11-12. Daily except Sunday. Ex. Sun.-Runs daily except Sunday. Daily except Monday. E.T.-Eastern Standard Time. Daily except Saturday. C.T.-Central Standard Time. Meal station.
- Stops on signal to discharge passengers from Buffalo and stations east and to receive passengers for Cleveland and stations beyond. Stops to receive or discharge passengers for or from Ashtabula and beyond. Stops on signal to discharge passengers from New York and Poughkeepsie. Sleeping Car may be occupied until 6.30 a.m.
- Stops to discharge passengers from Youngstown and P.&L.E.R.R. Stations. Stops to discharge passengers from points north of Lenawee Jct. Stops to discharge passengers from West of Elyrila.
- dd Stops only to discharge passengers located in the Rochester-Albany Sleeping Car.
- Stops to discharge passengers from beyond Toledo.
- Stops on signal to discharge or receive passengers. Stops on signal to discharge passengers from Buffalo and East or to receive passengers for Erie and beyond.
- No baggage handled for or from this station. Stops to receive passengers for east of Toledo or to discharge passengers 99 from Detroit
- Stops to receive passengers. hħ Stops on signal to receive passengers for Montreal and beyond.
- Stops only to discharge passengers.
- Stops on signal to receive passengers Mondays. Stops on signal to receive passengers for Rhinecliff and beyond.
- Runs Saturdays only Stops Sundays to discharge passengers.
- Stops Mondays only.
- Stops on signal to receive passengers for Toledo and beyond.
- Raquette Lake Ry. trains run Mondays, Wednesdays and Saturdays only. Stops to discharge passengers from Albany and beyond and on signal to re-ceive for Chicago and beyond when provided with Pullman tickets.
- Stops on signal to receive passengers for Danville and beyond.
- Stops on signal to discharge passengers from Erie and beyond. pp
- Stops to discharge passengers from beyond Cleveland.
- Carries passengers in Pullman Cars only.
- Stops to discharge and on signal to receive passengers Saturdays. Stops Sundays only.
- Stops on signal to receive or discharge passengers for or from Chatham and stations beyond
- By connecting train.
- Stops on signal to receive passengers for stations beyond Toledo.
- Stops on signal to discharge passengers from Cleveland and stations beyond or to receive passengers for Pittsburgh. Stops on signal to receive passengers for Chicago.
- Stops Sundays on signal to receive passengers.
- Stops on signal to receive or discharge passengers for or from Detroit.
- Stops on signal to receive passengers for points east of White Pigeon.
- Stops to discharge passengers from Toledo and beyond.
- AA Stops Sundays only to discharge passengers from New York.
- Stops to discharge passengers from Albany and stations beyond.
- BB Stops on signal to discharge passengers from beyond Toledo or receive passen-gers for stations beyond Detroit. C Stops on signal to discharge passengers from Buffalo and stations beyond.
- CC
- Stops Sundays and Holidays. D
- Stops to discharge passengers from Toledo and beyond, and to receive for Chicago subject to tariff regulations. DD Stops on signal to receive or discharge passengers for or from Youngstown, Columbus and beyond.
- E Stops to discharge passengers from Cleveland and beyond.
- Stops on signal to receive passengers for Utica and beyond.
- Stops on signal to receive passengers for beyond Albany. Westbound trains stop on signal to receive passengers for Utica and stations FF
- beyond; eastbound trains stop on signal to discharge passengers from Utica and stations beyond.

Arrives at or leaves from Erie R. R. Station, Cleveland. H

- HH Stops on signal to receive sleeping car passengers from stations beyond Cleve-J
- Westbound trains stop on signal to receive, eastbound trains to discharge passengers for or from Big Four points. Stops on signal to discharge passengers from points beyond Buffalo.
- Stops on signal to discharge passengers from Rochester and beyond.
- NN
- Westbound trains stop on signal to discharge passengers from New York or Boston; eastbound trains stop on signal to receive passengers for New York or Boston.

- Stops to discharge passengers from beyond Albany. Westbound trains stop on signal to receive passengers for Youngstown and P.&L.E. Stations; eastbound trains stop on signal to discharge passengers from Youngstown and P.&L.E. Stations. QQ
- Stops on signal to receive passengers for Cleveland and beyond. RR
- Stops on signal to receive passengers for beyond Utica. Stops on signal to receive passengers for stations beyond Buffalo.
- Stops on signal to receive passengers for Buffalo and beyond.
- Stops on signal to discharge passengers or to receive passengers for Dayton, Cincinnati and points beyond
- W Stops to discharge passengers from Chicago and beyond. North and Westbound trains stop only to discharge passengers from New York City; East and Southbound trains stop only to receive pass's for N. Y. City,
- XX Stops to discharge passengers from Elkhart and beyond. Stops on signal to receive passengers for Albany and beyond.
- YY Stops only to receive passengers from Erie R. R.
- Stops Saturdays only.
- Stops on signal to receive passengers for points east of Gary; stops Sundays and holidays to receive or discharge passengers. ZZ

3

Additional Hand Baggage Convenience at Chicago

Passengers who make a short visit in Chicago between trains and depart from a station other than that at which they arrive will be interested in the following arrangement made for their convenience:-

On arrival in Chicago you may deliver your hand baggage to the Agent of the Parmelee Company at the station at which you arrive and he will give you a claim check for it. The baggage will be taken by the Parmelee Company, put in the parcel check room of the station from which you depart and can then be claimed by you at such parcel room on presentation of your check. A charge of fifty cents for each grip (except that when passenger holds through ticket one piece will be checked free), including the parcel room fee, will be made for this service.

Information

Standard Time .- The time given herein is Eastern Standard Time at all points Toledo, Cincinnati and east and Central Standard Time, which is one hour slower, at all points west of Toledo, except time on Big Four Route, west of Bellefontaine is Central Standard Time. The time between 12:01 o'clock midnight and 12:00 o'clock noon is indicated by light face type; between 12.01 o'clock noon and 12.00 o'clock midnight by dark face type.

Regarding Time Tables .- This Railroad is not responsible for errors in time tables, inconvenience or damage resulting from delayed trains or failure to make connections; schedules herein are subject to change without notice.

Buy Tickets before boarding trains and avoid payment of extra charge.

Children under 5 years of age carried free, when accompanied by parent or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over, full fare.

Adjustment of Fares.-In case of dispute with Conductors or Agents pay fare required, take receipt and communicate with General Passenger Agent (Fares and Divisions), New York, N. Y.

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

Baggage Maximums .- No single piece of baggage exceeding 250 pounds in weight or 72 inches in greatest dimension, or single shipment exceeding \$2500.00 in value will be checked. Free allowance subject to tariff stipulations as to contents, weight, value and size.

Baggage Liability Limited .- Excess value to be declared and paid for at time of checking.

Bicycles (not Motorcycles), Baby Carriages, Dogs and Guns are transported in baggage cars subject to tariff regulations.

Baggage.-This Railroad cannot guarantee to forward baggage on same train with passenger, and when necessary, baggage of passengers will be forwarded on other trains. To facilitate prompt receipt of their baggage at destination passengers are advised to arrange for forwarding on a preceding train.

Lost Articles .- When articles are lost on trains, or left in waiting rooms at station, owners should apply at once to Agent at station where they leave the train.

Reservations from ships at sea by radiogram. By arrangement with the Reservations from snips at sea by radiogram. By arrangement with the Radio Corporation of America, passengers on incoming transitiantic and coastwise liners can now make their Pullman reservations on New York Central trains and seat reservations in connecting airplanes by radio. Reservations can be made from the ports of New York or Boston to any point in the United States.

A special code for this purpose is on file at the Radio office of all R. C. A.-equipped ships

Club Cars .-- Club Cars are operated primarily for accommodation of passengers occupying space in sleeping or parlor cars.

Minimum Number of Railroad Tickets Required For Exclusive Occupancy of Sections, Drawing Rooms or Compartments in Sleeping Cars and Drawing Room in Parlor Car.

| | Minimum Number of Adult Railroad Tickets Required (See pages 13 and 14 for Pullman fares) |
|-----------------------------|--|
| Section | 1 |
| Single or Double Bedroom | 11/4 |
| Compartment, berth service | 2 |
| Compartment seat service | 2 |
| Drawing Room, berth service | 2 |
| Drawing Room. seat service | 2 |
| Drawing Room in Parlor Cars | 2 |
| | |

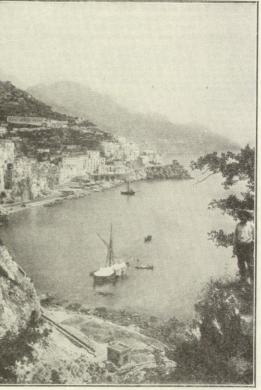
New York Central Rail-Air Service

Via National Air Transport Company Via Western Air Express NEW YORK-CHICAGO 47 Hours New York to Los Angeles Westbound Example New York Central by Days Westbound Lv New York (G.C.T.) Daily ... 7.45 PM Fri. The Irominis by Days Ly Boston (B.&A.R.R.).... .3.40 PM Fri. Lv New York (G.C.T.) Daily. . 11.50 PM Fri. .8.35 AM Sat. Ar Cleveland. Lv Boston (B.&A.R.R.)......6.20 PM Fri National Air Transport Co. 9.30 AM Sat. Ly Cleveland..... Ar Chicago ... Eastbound National Air Transport Co. Western Air Express New York Central ...8.30 PM Sat. Ly Cleveland. Eastbound Ar Boston (B.&A.R.R.) 11.55 AM Sun. Example Western Air Express by Days NEW YORK-KANSAS CITY-DALLAS Fifth Avenue Special Ly Chicago . . Lv Cleveland......11.50 PM Fri. Via Northwest Airways National Air Transport Co. TO TWIN CITIES New York Central Ar Kansas City.....1.05 PM Sat. Lv New York (G.C.T.) Daily...... Ar Chicago (M.C.R.R.)..... 5 00 PM .12.00 NN Northwest Airways Eastbound v Chicago.... 2.15 PM Ar Rochester National Air Transport Co. .5.15 PM Ar Minneapolis. 610 PM Ar St. Paul. 6.20 PM From Twin Cities-Northwest Airways Ar Chicago. Minneapolis.... 9 00 AM Ly Rochester. 9.45 AM New York Central Ar Chicago .12.25 PM Ar Cleveland. ...7.50 AM Sun. The Commodore Vanderbilt Lv Chicago..... Ar Boston (B.&A.R.R.)..... Ar New York (G.C.T.). Via Kohler Aviation Corporation TO MILWAUKEE FROM MILWAUKEE Kohler Aviation Corporation New York Central Ly Milwaukee. Michigan Central Lv Grand Rapids Airport. 11.32 AM 5.07 PM Ar Detroit. 7.10 AM Kohler Aviation Corporation

For reservations or additional information, ask New York Central Agents. Schedules subject to change without notice.

| | | | • | | | | • | | • | • | • | • | • | • | |
|---|------|---|-----------------|-------------------|---------------------------------------|---------------------------------------|---------------------------------------|---|---------------------------------------|---------------------------------------|---------------------------------------|---|---|---|------|
| | | | | | | | • | | • | | | | | | |
| • | | | | | | | | • | | | | | | • | |
| | • | | | | | | • | | | | • | • | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | · · · · · · · · · · · · · · · · · · · | · · · · · · · · | · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | | | | |

Winter Days Suggest A **Trip to the Mediterranean**



Along the shores of the Mediterranean were the first four great empires of the world. All our religion, almost all our law, almost all of our art, almost all that sets us above the savages, has come to us from the shores of the Mediterranean. There abound the most beautiful sea-resorts of the world.

"SEE EUROPE NEXT"

REDUCED ROUND-TRIP RATES NOW EFFECTIVE ON ALL TRANS-ATLANTIC STEAMSHIP LINES. ATTRACTIVE ACCOMMODATIONS AVAILABLE AT THIS SEASON OF THE YEAR.

For Sailing Dates, Rates and other Information Concerning All Trans-Atlantic Lines Consult Our Principal Agents, Passenger Representatives or Write Direct to Advertising Department, New York Central Lines, 466 Lexington Ave., New York City.

New York Central Railroad

Traffic Department Representatives

| ingjie Departmen | 22 |
|---|-----------------------|
| L. W. LANDMAN, Gen. Passenger Traffic Manager, LaSalle Station, Chicago, Ill. | D |
| HARRY PARRY, Passenger Traffic Manager, 466 Lexington Ave., New York, N.Y. | J. F. |
| D. M. BOWMAN, Passenger Traffic Manager, LaSalle Station, Chicago, Ill. | F. G. |
| A. E. BRAINARD, Asst. Pass. Traffic Manager, 466 Lexington Ave., New York, N.Y. | M |
| J. S. HALL. General Passenger Agent, Engineers Bldg., Cieveland, O | W |
| NEIL MOONEY, Gen'l Passenger Agent, 466 Lexington Ave., New York, N. Y. | M W W T E |
| I M. TAYLOR, Gen'l Pass Agt. (Fares and Divisions), 466 Lexington Ave., N.Y | Ē |
| | A E |
| L. A. SCHROEDER, Asst. General Passenger Agent, 466 Lexington Ave., N. Y. | E. |
| Telephone Nos. | |
| Albany, N. Y | |
| Allanta Ga. O. L. Mitchell, Gen. Agt. Pass. Dept.) | 1 |
| 1217 Healey Bldg. E. Hare, Gen. Agt., Fght. Dept | |
| Baltimore, Md E. M. Hess, Gen. Agt. Fght. DeptPlaza 6650-1 | |
| Birmingham Ala P. F. Elland, Gen. Agt. Fght. Dept 3-6678 | |
| Birminghum, Ala P. F. Elland, Gen. Agt. Fght. Dept 3-6678 1801 Watts Bldg. Boston, Mass O. J. Petrie, City Passenger Agent Liberty 1981 | |
| Boston, Mass O. J. Petrie, City Passenger Agent Liberty 1981 | 1 |
| C I Cook Gen Art Fight Dent) Liborty | 100 |
| 67 Franklin Street Liberty 1981 C. J. Cook, Gen. Agt., Fght. Dept Liberty 1981 80 Federal Street 4390-4391 Central Terminal Edward Hoagland, Ass't Gen. Fght. Agt. Charleston, W. Va, T. J. Minich, Div. Fght. & Pass. Agt -Capitol 1972 Kanawha National Bank Bidg. Charleston Ass't Gen. Pass. Agt -Capitol 1972 | 1 |
| Buffalo, N. Y | 1. |
| Central Terminal Edward Hoagiand, Ass t Gen. Fgnt. Agt. Control 1970 | |
| Kanawha National Bank Bldg. | |
| Chicago, Ill C. Hartigan, Ass't Gen. Pass. Agt) | 1 |
| La Salle St. Station O W. Crapser, Div. Pass Agt | |
| W. V. Carroll Export Fight Agt 4200 | |
| Cleveland, O F. H. Baird. Ass't Gen. Pass. Agt | |
| Engineers Bidg. F. E. Lewis, Ass't Gen. Fight. Agr. Prospect 5000 | 1 |
| Columbus, Ohio E, D. Disque, Div. Pass, Agt. Mein 3311 | |
| Kanawia National Bank Bidg. Culcago, III | · . |
| H. O. Mills, Ass't Gen Freight Agt Adams 1212 | |
| Corning N Y L A Clann Div Foht & Pass Agt Phone 1425 | |
| Dallas, Tex | 1 |
| 1008 S. W. Life Bldg. M. A. Greding, General Agt., Fght. Dept. (A-0323 | E |
| Sto Kahl Bidg. | · · |
| Denver, ColoErwin Tears, Gen. Agt., Pass. Dept | 1 |
| 304-6 U.S. National J. J Ford, Gen. Agt., Fght. Dept f Table 3500 | E . |
| Bank Building Detroit, Mich | 1 |
| _125 Lafayette Blvd. Randolph 2042 | |
| W. G. Evans, Gen. Agt., Fght. Dept } Lafavette 3360 | |
| Erle, Pa | |
| Grand Rapids, MichJ. C. Ranney, Div. Pass. Agt | 100 |
| Grand Rapids Trust Bldg. (Auto 80028 | |
| 401 Federal Square Rida 65454 | |
| Houston, Tex | |
| 1808-9 Second Natl. Bk. Blg.A. W. Morgan, Gen. Agt. Fght. Dept) | |
| son Rarnett Nat'l Bank Blda V. M. Ousev, Gen Agt, Freight Dent (5-2611 | 1 |
| Kankakee, Ill., | - |
| Kansus City, Mo A. C. Burrows, Gen. Agt., Pass. Dept Victor 6384 | |
| Los Angeles, Calif | |
| 424-425 Van Nuys Bldg. T. C. Porteous, Gen. Agt., Fght. Dept Trinity 7195 | |
| Memphis, Tenn | 1 |
| Milwaukee Wis J. R. Hurley Gen Agt. Pass Dent) Rway | 1 |
| 408 Guaranty Bldg. C. P. Shumway, Gen. Agt., Fght. Dept. 5660-1-2 | 1 |
| Minneapolis, Minn F. J. Bambach, Gen. Agt., Pass. Dept Atlantic | 1 |
| 806 Mel'p'tan Life Bidg. A. L. Evans, Gen. Agt., Fght. Dept 5 5291-2-3 | - |
| Bank Building Detroit, Mich, W. E. Frackelton, Gen. Agt., Pass. Dept. 185 Lalayette Bled. W. G. Evans, Gen. Agt., Fght. Dept M. C. R. R. Term. Lafayette 3360 Frie, Pa, W. F. Gleason, Gen. Agt., Fght. Dept 430 Federal Struate Bidg. Auto 80628 J. F. Welbel, Gen. Art. Fght. Dept 400 Federal Scuare Bidg. Grand Rapids, Mich, R. Spangenberg, Gen. Agt., Pass. Dept 400 Federal Scuare Bidg. Bouston, Tex, R. R. Spangenberg, Gen. Agt., Pass. Dept 509 Barnett Nari Bank Bidg. V. M. Ousey, Gen Agt., Freight Dept 411 ty, Erchange Bidg. L. M. Coffey, Gen. Agt., Fass. Dept 411 ty, Erchange Bidg. L. M. Coffey, Gen. Agt., Fass. Dept 411 ty, Erchange Bidg. C. C. Burrows, Gen. Agt., Pass. Dept 424-425 Yan Nuys Bidg. T. C. Porteous, Gen. Agt., Fass. Dept 400 Barnet, Nari Bank Bidg, C. C. Porteous, Gen. Agt., Fight. Dept 4068 Guaranty Bidg. C. H. Hurley, Gen. Agt., Fass. Dept 407 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 408 Wer ytan Life Bidg. A. L. Evans. Gen. Agt., Fass. Dept 408 Wer ytan Life Bidg. A. L. Evans. Gen. Agt., Fass. Dept 409 Guaranty Bidg. C. P. Shumway, Gen. Agt., Fass. Dept 401 Functioner Shappe 402 Guaranty Bidg. C. P. Shumway, G | ind |
| | |

Boston, Mass.—67 Franklin St..... Liberty 1981 Brooklyn, N. Y.—155 Pierreport St..... TRiangle 5-7440

 Pullman Reservations
 Wabash 8700

 232 No. Michigan Blvd.
 Wabash 4200

 163-165 West Jackson Street.
 Wabash 4600

 Cincinnati, O.—108 Dixie Terminal.
 Main 3821–3540

Pullman Reservations...... Jefferson 9400 156 Pearl St..... Seneca 7000

1104 Chester Ave..... Cherry 7300

18 North Third St......Main 3311-Adams 1212

Union Station, Information Main 6244 Pullman Reservation Main 2822

Pullman Reservations..... Randolph 6700

Dayton, O.-136 North Ludlow St. Main 577

7

Buffalo, N. Y .-

Chicago, Ill.-

Cleveland, O.-

Columbus, O.-

Detroit, Mich. -

| t Representatives | |
|--|--|
| D. E. GELATT, Freight Traffic Manager, 466 Lexington Ave., New Y J. P. PATTERSON, Freight Traffic Manager, LaSalle Station, Chicage F. C. JEROME, General Freight Agent, 466 Lexington Ave., New Yor G. E. TAYLOR, General Freight Agent, 466 Lexington Ave., New Yor W. R. DALLOW, Mc. Industrial Development, 466 Lexington Ave., New W. T. TANNEHILL, General Freight Agent, LaSalle St. Station, Chic W. T. J. COOK. General Freight Agent, LaSalle St. Station, Chic U. J. COOK. General Freight Agent, Eusaineers Bidg, Cleveland, O. E. J. DOWIE, Manager Industrial Development, Engineers Bidg., Cleve ALAN McMICHAEL, Gen. Coal Freight Agt., 467 Lexington Ave., New E. L. WHITNEY, Gen'l Coal & Ore Agt., Engineers Bidg., Cleveland, | ork. N. Y. b. III. k. N. Y. k. N. Y. York. N. Y. York. N.Y. ago. III. eland, O. Y York, N.Y. |
| 1 | ciepnone 1403. |
| Montreal, Que J. C. Owens, Canadian Fght. & Pass.Agt. 221 Board of Trade Bldg. | Marquette 1271-1272 |
| Montreal, Que, J. C. Owens, Canadian Fght. & Pass.Agt. 821 Board of Trade Bido. Newark, N. J, R. Von Steuben.Gen. Agt. Fght.Dept | Mitchell 8600 6-9161 6-5173-4 Main 1283 |
| New York, N. Y. A. L. Miller, Ass't Gen. Pass. Agt | Murray Hill 2-8000 Worth 2-0600 |
| R Regner St J F Brady Foreign Fight Agt | Bowling Green 9-5800 |
| Oklahoma City, OklaJ. A. Slater, Gen. Agt. Pass. Dept7-3 Room 1200 Colcord Bldg. | 3440 |
| Niagara Falls, N. Y C. F. McDonaid, District Pass. Agt | Atlantic 8900 |
| Ottawa, Ont | -8500 |
| Bergericht and State an | |
| Philadelphia, PaJ. B. Dwyer, Gen. Agt., Fght. Dept.—Rit 906 Finance Bidg. Pittsburgh, PaR. H. Doutt, Asst. Gen. Fght. Agt | Atlantic 7650- |
| Pittsburgh, Pa R. H. Doutt, Asst. Gen. Fght. Agt | 1-2-3_ Beacon 2370 |
| 411-12 Pacific Bidg. J. F. Scanlin, Gen. Agt., Fight. Dept J Rochester, N. Y. J. B. Martin, Div. Pass. Agt. | Main 6100 |
| St. Paul, Minn A. M. Nye, Gen. Agt., Pass. Dept | Garfield 5331 |
| San Francisco, CalifH. F. Bostwick, Gen. Agt., Pass. Dept. (525 Monadnock Bldg. W. W. Dickinson, Gen. Agt., Fght. Dept.) | Kearney 3682 |
| 006 Finance Bidg. 006 Finance Bidg. Pittsburgh, Pa. R. H. Doutt, Asst. Gen. Fght. Agt | Elllott 2681 2-5069 |
| Syracuse, N. Y | Phone 2-7121 Phone 2-0271 |
| Toledo, O E. C. Cook, Ass't Gen. Pass. Agt | Main 1181 |
| Toronto, Ont | Elgin 8379 |
| Toronto, Ont | 35741 Phone 4-2111 -Phone 2100 |
| 1400-10 Regionas Diag. | |
| Youngstown, Ohlo N.Y.C. R.R. Sta W. G. Knittle, City Pass. Agt City Bank Bldg | 34151 |
| nd Pullman tickets via all routes | |
| | ephone Nos. |
| | lolph 2042 1 pire 5657 |
| Grand Rapids. Mich.—151 Ottawa Ave., N. W. 4 | uto 80628 |
| | Riley 3322 |
| Lake Placid, N. Y.—111 Main St. 5 Louisville, Ky.—102 Starks Bldg. Arcade | 15 or 516 City 139 |
| | aster 8911 |
| New York, N. Y | |
| | nd 7-8700 |
| 57 Chambers St., near Broadway WO | th 2-5281 |
| 4 W. 33rd St., near Fifth Ave | nia 6-5628 nin 7-1900 |
| Pittahurah Pa _506 William Penn Way | Court 3201 |
|) 2100 | antic 3546 Viain 6880 |
| | Iain 4288 |
| Syracuse, N. Y355 S. Warren St | 2-7121 |
| | dams 3151 Main 2241 |

Union Station

8

INDEX TO STATIONS SHOWN IN THIS FOLDER

Stations are Indexed Under Table Numbers, Not Page Numbers

| | | Stations are indexed | Under Table Rumbe |
|--|--|--|---|
| Table No. | Table No. Catskill, N. Y18-21-24 Cayuga, N. Y25 Cedar Grove, W. Va11 Ceylon, O | Table No. | Table No |
| ddison Mich 60 | Catskill, N. Y .18-21-24 | Falconer Jct., N. Y., 48 | Jasper, Mich |
| ddisou Jet., Mich60 | Cayuga, N. Y | Farnham, N. Y 19-20 | Jerome, Mich 59-60 |
| de, Ind 64 | Cazenovia, N.Y25 | Fayette. 0 | Jersey Shore, Pa33-3- |
| drian. Mich 22-52-55-56 | Cevion () 19-20 | Findiar O 70 | Jonesville, Mich 22-53-66 |
| Ibany, O | Cement City, Mich59 | Findley, Mich67 | Jordan, N. Y 18-2 |
| lbion, Mich 2-66 | Centerburg, 0 | Fishers, N. Y26 | Junction City, O 70 |
| lbion, N. Y | Central Square, N.Y36 Chapin N.Y26 | Finch, Ont | |
| llegan, Mich | Charleston, W. Va. 70 | Flowerfield, Mich 54 | Kalamazoo. Mich2-54 |
| lexandria, O | Charlotte, N. Y37 | Fonda, N. Y 18-21 | Kankakee III 6 |
| lliance, 051 | Charlesworth, Mich66 | Forestnort, N. Y8 | Kendallville, Ind 19-20 |
| menia, N. Y | Chauncer O 70 | Fort Plain, N. Y 18-21 | Kentland, Ind6 |
| insterdam N.Y. 18-21 | Chautaugua, N.Y. | Fostoria O 73 | Kenton, O |
| nderson. Ind5 | Chelsea, N. Y 18-21 | Franklin, Pa50 | Kingston, N. Y. 18-21-24 |
| ndover. O | Chesterton, Ind19-20 | Fredonia, N. Y48 | Kingsville, 0 19-20 |
| ngola, 1nd \dots 55 | 1-2-10-90-54-64 | Free, Ind | Kipton, O. |
| nn Arbor Mich | Childwold, N.Y. | Fremont, O | Knowlesville NV |
| rbuckle W. Va70 | Chill, N. Y18-21 | Frewsburg, N. Y48 | Knox. Ind |
| rchbold, O19-20 | Churchville, N. Y. 18-21 | Fulton, N. Y | |
| ahtabula O 6-19-20-19 | Clark's Mills Pa | Futtonvine, N. 1 18-21 | La Carne, O 19-2 |
| thens. O | Clayton, Mich22 | | Lacona, N.Y |
| thol, Mass4a | Clayton, N. Y35-36-43 | | Lake Clear Jct., N. Y. |
| thol Springs, N.Y 19-20 | Cleardeld, Pa | Galatea, O70 | Lake George, N. Y1 |
| uburn N V 26 | Clifton Springs N V 26 | Gardner Mass 48 | Lake Placid, N. Y |
| ver. Mass | Clinton, Mich | Garland, Pa | Lake View, N. Y., 19-2 |
| | Clyde, N. Y 18-21 | Garrison, N. Y 18-21 | Lakeside Park, O7 |
| | Clyde, 0 | Gary, Ind 2-19-20 | Lancaster, N. Y 18-2 |
| altimore, Md28 | Cold spring, N. 110-21 Cold water Mich | Gauley Bridge, W.Va. 71 | Lansing, Mich2-6 |
| altimore, O70 | Cold Water, N. Y. 18-21 | Geneva, O 19-20 | Laona, N. I4 |
| ankers, Mich | Collins, O | Geneva, N. Y 26-33 | Lawrenceville, Ill6 |
| arrytown, N. 118-21 | Columbus, O 5-49-70-74 | Genoa, O | Lawrenceville, N. Y 3 |
| atavia, N. Y18-21 | Conneaut O 19-20 | Gerry, N. Y | Lenawee Jct., Mich |
| attle Creek, Mich2-67 | Conrad, Ind64 | Gibson, Ind | Leon W Va 7 |
| ay City, Mich2 | Constantine, Mich54 | Glouster, O | Lewistown, O7 |
| av View N V 19-20 | Cook, Ind. | Goodfrich, 111 | Ligonier, Ind19-2 |
| each Ridge, N. Y27 | Corfu N. Y. 18-21 | Gouverneur, N. Y. 35-36 | Lily Dale, N. Y4 |
| eacon. N. Y 18-21 | Corning, N. Y | Grand Rapids, | Lindsey 0 |
| eaver. Pa | Corning, 070 | Mich | Linlithgo, N. Y 18-2 |
| Brighton Pa | Cornwall, N.Y24 Cornwall Ont 47 | Granville III 65 | Linndale, 019-2 |
| eaver River, N. Y 8 | Corunna, Ind 19-20 | Granville, O73 | Little Falls N V 18-9 |
| ellefontaine, O5-74 | Cowanesque, Pa33 | Grasselli, Ind64 | Lockport. N. Y2 |
| ellevue, U | Crittenden, N. Y 18-21 | Graytown, O19-20 | Lock Seven, W. Va7 |
| elva. W. Wa | Croton, O | Greencastle, Ind | London, Ont |
| erea, O19-20 | Office, Otto | Greendale, N. Y 18-21 | Lostant III 6 |
| ergen, N. Y 18-21 | | Greenfield, Mass4a | Lowville, N.Y3 |
| ergnolz, O | | Greenway, N. Y18-21 | Lynchburg, Va7 |
| ig Moose, N. Y8 | | Gypsum, 0 10-20 | Lyons, N. Y 18-2 |
| lack Betsey, W.Va70 | Danbury, O19-20 | | Lyous Faus, N. 1 |
| lack Rock, N.Y27-32 | Danville, Ill | Hadley, Pa | Makanan N.V |
| lissfield, Mich | Deerfield, Mich | Hamilton, Ont3-10 | McNabb III. 6 |
| lue Creek, W. Va72 | Deerfield, 0 | Hammond. N.Y35-36 | Madison, O 19-2 |
| luefield, W. Va70 | De Kalb Jct., N.Y. 35-36 | Hammond, Ind2 Hamlet Ind 65 | Mahaffey, Pa3 |
| oongi le N V 35 | Demotte Ind 65 | Handy, Ind | Manchester Mich 52-5 |
| oston, Mass, 1-2-3-4a-5-6 | Depew, N. Y 18-21 | Hanover, Mich53-60 | Manchester, Vt1 |
| oston Corners, N.Y46 | Derby, N. Y 19-20 | Harbor Creek, Pa. 19-20 | Manitou, N. Y 18-2 |
| owling Green, O70 | Detroit, Mich 2-49-55-59 | Harrisburg Pa | Manlius, N. Y2 |
| randon Vt 11 | Dickinson, W. Va71 | Harrisburg, Ill64 | Marshall III 6 |
| rantford. Ont3 | Dillonvale, O51 | Haverstraw, N. Y 24 | Marshall, Mich6 |
| remen, O70 | Dimondale, Mich66 | Heath, O | Martel, 0 |
| rice Q 70 | Drogdon N V 33 | Herkimer, N. Y., 18-21 | Martin, U 19-2 |
| ridgewater, Mich | Dunbar, W. Va70 | Highland, N. Y | Marysville, O 70-7 |
| rimfield, Ind 19-20 | Dunbrid ge, 070 | Hillards, Mich54 | Massena, N. Y 35-3 |
| ristol Ind | Dunkiek N.Y | 22-53-50-66 | Mattoon, Ill. |
| rocton, N. Y 19-20 | Dunkirk. 0 | Hillsdale, N Y | Mechanicstown, O5 |
| ronson, Mich22 | Dunn, Ind | Hitop, W. Va72 | Medina, N. Y |
| rooklyn, Mich | Durham, Ind 19-20 | Hoffmans N V 18-21 | Mentor, 0 |
| audd. Ill | Danbury, O | Holley, N. Y | Mattoon, Ill. McCutchenville, O7 Mechanicstown, O5 Medina, N. Y. 2. Mentor, O19-2 Mexico, N. Y. 3. Michigan City, Ind. Middlebury, Ind. Middlebury Vt. 1 Middlebury, O |
| ucyrus, O | | Homer. Mich60-66 | Middlebury, Ind6 |
| uffalo, N.Y. 18-19-20-21 | | Homer. Mich | Middlebury Vt1 |
| unalo, w. va70 urdick Ind 10-20 | | Horseshoe | Middletown, O |
| urlington, Vt | | Horton, Mich | Middleport, O. (R.R. |
| urraite, w. va | Eagle Bay, N. Y8 | Howe, Ill | Sta. Hobson)7 |
| Sutter, Ind | East Cleveland O 19-20 | Hudson, N. Y 18-21 | Milloraburg Ind 19-2 |
| Ston Centre, Micu 54 | East Liberty, O. 74 | Huron, O 19-20 | Millersport, Q 7 |
| | East Palmyra, N. Y.18-21 | Hyde Park, N. Y 18-21 | Millerton, N.Y 4 |
| airo III ca | East Side, Ill | | Minerva, 0 |
| alumet. Ind 64 | Eaton Rapids Mich 66 | Ide Mich | Mishawaka Ind 10.0 |
| ambridge, Mass4a | Edgerton, 0 19-20 | Ilion, N. Y., 18-21 | Moira, N. Y |
| amillus. N. Y | Edison. 0 | Illinoi, Ill | Momence. Ill |
| amden. N. Y | Eagle Bay, N. Y | Ida. Mich | Middlebury Vt1 Middlebory, O Middleport, N. Y2 Middleport, O. (<i>R.R.</i> <i>Sta. Hobson</i>) |
| anajoharie, N. Y., 18-21 | Elkhart, Ind 19-20-54 | Indianapolis Ind | Montgomery Mich 5 |
| Canastota, N. Y 18-21 | Elk View, W. Va72 | Institute, W. Va. 70 | Montreal, Que 8-11-1 |
| annelton, W. Va71 | Elmore, 0 | Irvineton, Pa48 | Moons. N. Y |
| ane Vincent 20 | Englewood, Ill 19-20-64 | Irving, N. Y 19-20 | Morenci Mich5 |
| armi, III64 | Enos, Ind | | Morocco, Ind |
| arter, N. Y | Erie. Pa 19-20-49 | | Moronts. Ill 8 |
| artuage, N. Y.35-36-41 | Fairport N V 18-91 | Jacksonville O 70 | Morristown, N.Y 35-3 |
| alaro, III. 64 alumet, Ind. 64 aambridge, Mass. 4a aambridge, Mass. 4a aambridge, Mass. 4a aanadalaua, N.Y. 28 anandakua, N.Y. 26-30 ananstota, N.Y. 18-21 anantol, N.Y. 18-21 anneton, W. Va. 71 anton, N.Y. 35-36 aper Vincent. 39 arther, N.Y. 35-36-41 astthage, N.Y. 35-36-41 astthage, N.Y. 18-21 N.Y. 18-21 | Enos, Ind | Jackson, Mich 2-52-53 Jacksonville, O70 Jamestown, N. Y7-48 Jamestown, Pa50 | Moorepark, Mich 5 Moreoce, Ind |
| N. Y | Falconer, N. Y48 | Jamestown, Pa50 | Mosherville, Mich |
| | | | |

Telephone Nos.

Main 2241

| | | le | |
|--|--|----|--|
| | | | |
| | | | |

| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | Jount Carmel, III | Table No. Pomeroy. O. (R. R. Sia. Hobson) | Table No.Stuyvesant, N. Y. 18-21Sugar Ridge, N. 18-21Summit, Ind |
|--|---|---|---|
| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | dount Gliead. 0 | Sia. Hooson) | Sukar Ridge, O |
| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | doxanala, O | Portage, O | Summit, Ind 10723 Suspension Bridge, Swanton, O. 19-20 Swanton, N. Y. 18-21 Tab, Ind |
| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | Muncle, ind | Port Clinton, O 19-20 Potsdam, N. Y. 35-36 Proctor Vt | Suspension Bridge, N.Y |
| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | Yapoleon, Mich. 52 Newark, N. Y. 18-21 New berry, Pa. 33-34 Yew burgh, N. Y. 18-21-24 Yew Carlise, Ind. 19-20 Yew Carlise, Ind. 19-20 Yew Carlise, Ind. 19-20 Yew Carlise, Ind. 53 Yew Hamburgh, N. Y. N. Y. N. Y. New Lexinction, O. 70 Yewton Falls, N. Y. 18-21-24-54 Newton Hook, N. Y18-21 New York, N. Y. New York, N. Y. 18-21-24-54 Yilagata Falls, N. Y. 20 Yiltay, W. Va. 70 N. Adams, Mass. 4-6 North Adams, Mass. 4-6 North Adams, Mass. 59 North Creek, N. Y. 18-21 North Creek, N. Y. 18-21 North Creek, N. Y. 18-20 North Evans., N. Y. 18-20 North Evans, N. Y. 18-20 North Evans, N. Y. 19-20 North Evans, N. Y. 19-20 | Proctor Vt. 11 Poughkeensie, N.Y. 18-21 Pulaski, N.Y. 36-38 Quincy, Mich. 22 Raquette Lake N.Y. 8 Ravena, N.Y. 24 Raymond City, W.Va 70 Raymonds, O. 70 Raymonds, O. 70 Raymonds, O. 70 Raymonds, N.Y. 24 Raymonds, O. 70 Reading, Mich. 53 Reddick III. 53 Reddick III. 55 Reddick III. 55 Reddick III. 55 Reddick III. 55 Reddick III. 55 Reddick III. 55 Rendville, O. 70 Reineeliff, N.Y. 18-21 Richneid Springs, N.Y.29 Richneid Springs, N.Y.29 Ridgeway, O. 70 Rippleton, N.Y. 25 | Swanville, Pa. 19-20 Swanville, Pa. 19-20 Swiss, W. Va. 19-20 Swiss, W. Va. 19-20 Syracuse, N. Y. 18-21 Tab, Ind. 64 Tarrytown, N. Y. 18-21 Tectumseh, Mich. 62 Tefft, Ind. 65 Terre Haute, Ind. 65 Thendara, N. Y. 8 Three Rivers, Mich. 54 Thurston, O. 70-73 Thurdara, N. Y. 18-21 Toledo, O. 19-20.49-52 Tornawanda, N. Y. 27-32 Tornawanda, N. Y. |
| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | Newark, N. Y 18-21 Newberry, Pa 33-34 Newberry, Pa 33-34 Newberry, Pa 33-34 Newberry, Pa 18-21 New Carlisle, Ind. 19-20 New Era, Ind 53 New Hamburgh, N.Y. 18-21 New Haren, N.Y. 18-21 New Lexinction, O 70 Newton Falls, N.Y 18-21 Newton Falls, N.Y 18-21 Newton Falls, N.Y 20 Newton Falls, N.Y 18-21-24-54 Nigara, Falls, N.Y 18-21-24-54 Nigara, Falls, N.Y 18-21-24-54 Nigara, Falls, N.Y | Pougnkeepsie, N.Y. 18-21 Pulaski, N.Y | Swanville, Pa |
| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | New berry, Pa. | Quebec, P. Q | Sycamore, O |
| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | New Oarliske, 1. Jo2 1- 59 New Carliske, 1. Jo2 1- 59 New Era, 1. Jo3 1- 59 New Era, 1. Jo3 1- 50 New Era, 1. Jo3 1- 50 New Lex, N. Y. 18-21 New Lex, N. Y. 18-21 New Lexington, 0 70 Newton Falls, N. Y 51 Newton Falls, N. Y 51 Newton Hook, N. Y-18-21 Wingara Falls, N. Y 51 Nitzo, W. Va 18-21-24-54 Ningara Falls, N. Y 18-21 Nitzo, W. Va 70 N. Adams, Mass 42-46 North Adams, Mass 42 North Adams, Mass 42 North Cornling, O 75 North Creek, N. Y. 18-21 North Creek, N. Y. 19-20 North Evans, N. Y. 19-20 | Quebec, P. Q | Syracuse, N. Y18-21 Tab, Ind |
| 104 0 5 4 0 3 2 7 5 0 6 5 8 2 8 0 4 3 1 6 8 0 4 3 3 6 0 4 0 8 0 | New Castle. Pa 6-9-9a. New Era, Ind | Quebec, P. Q | Tab, Ind.64Tarrytown, N. Y. 18-21Tecumseh, Mich.52Tefft, Ind.65Terre Haute, Ind.5There Rivers, Mich.54Thurston, O.70-73Tipton, Mich.601iusville, Pa.48Tivoli, N. Y.19-00.49-52Tonawanda, N. Y.20-00.00Tupper Lake Jetz, N. S.Tribes Hill.18-21Troy, N. Y.18-21-258 |
| 103227755 206558228044311 111111111111111111111111111111111 | Weight, J. 1999 Ny Ny Ny Ny Ny New New <td>Raquette Lake N. Y. 8 Ravena, N. Y. 24 Raymonds, O. 70 Ray Ind. 53 Raymiton, Pa. 53 Raymiton, Pa. 53 Reading, Mich. 53 Reddiok III. 53 Reddiokse, W. 4. 53 Reddiokse, W. 4. 55 Rendville, O. 70 Reito, Pa. 50 Rhinecilf, N. Y. 18-21 Richfield Springs, N. Y. 29 Richfield Springs, N. Y. 29 Ridgeway, O. 70 Rippleton, N. Y. 25</td> <td>Tab, Ind. </td> | Raquette Lake N. Y. 8 Ravena, N. Y. 24 Raymonds, O. 70 Ray Ind. 53 Raymiton, Pa. 53 Raymiton, Pa. 53 Reading, Mich. 53 Reddiok III. 53 Reddiokse, W. 4. 53 Reddiokse, W. 4. 55 Rendville, O. 70 Reito, Pa. 50 Rhinecilf, N. Y. 18-21 Richfield Springs, N. Y. 29 Richfield Springs, N. Y. 29 Ridgeway, O. 70 Rippleton, N. Y. 25 | Tab, Ind. |
| 103227755 206558228044311 111111111111111111111111111111111 | N. Y. 18-21 New Haven, N. Y | Raquette Lake N. Y. 8 Ravena, N. Y. 24 Raymonds, O. 70 Ray, Ind. 53 Raymiton, Pa. 53 Raymiton, Pa. 53 Reading, Mich. 53 Reddick III. 653 Reddick III. 653 Reddick III. 753 Reddick III. 753 Reddick III. 753 Reddick III. 753 Rendville, O. 70 Reino, Pa. 550 Rhineeliff, N. Y. 18-21 Richfield Springs, N. Y.29 Ridgeway, O. 70 Rippleton, N.Y. 25 | Tarry Indo. N. Y. 18-22 Terumseh, Mich. 52 Terumseh, Mich. 52 Terre Hanie, Ind. 65 Three Rivers, Mich. 54 Thurston, O. 70-76 Titusville, Pa. 66 Vivoli, N. Y. 18-21 Tonnwanda, N. Y. 27-52 Toronto, Ont. 19-20-45 Toronto, Ont. 7-52 Toronto, Ont. 18-21 Tibes Hill. 18-21 |
| #23227.5 D0658280431680433 6040803106817028550015 8504489111554030646531708827 | New Taiven, N. 1 | Raquette Lake N. Y 8 Ravena, N.Y 24 Raymond City, W.Va. 70 Raymonds, O 70 Raymiton, Pa 50 Readling, Mich 53 Reddick III | Tecuumseh, Mich |
| 32755 206582804331680433 604288031266170288550215 852048891155540326465311708827 | Newton Falls, N, Y., .42 Newton Falls, O., .51 Newton Hook, N, Y-18-21 New York, N. Y. 18-21-24-54 Nigara, Falls, N, Y. Wiles, Mich. 20 Niles, O. 90 91000 V. Va. 700 N. Adams, Mass. 94000 V. Va. 97000 V. Va. 97000 V. Va. 97100 V. Va. 9 | Raymond City, W. Va 70 Raymonds, O. 70 Raymonds, O. 70 Ray, Ind. Pa. 50 Reading, Mich. 55 Reading, Mich. 55 Red House, W. Va. 50 Red House, W. Va. 70 Redwood, N. Y. 35-36 Remsen, N.Y. 35-36 Remsen, N.Y. 35-36 Reindville, O. 70 Richnediff, N. Y. 18-21 Richfield Springs, N.Y.29 Richfield Springs, N.Y.29 Ridgeway, O. 70 Rippleton, N.Y. 19-20 | Terre Haute, Ind |
| | Newton Fails, 0 | Ray monds, O | Thendara, N. Y. Yes Three Rivers, Mich |
| | New York, N. Y. 18-21-24-54 Nlagara Falls, N. Y. 18-21-32 Niles, Mich. 2 Niles, Mich. 2 Niles, O. 9a Nutro, W. Va. 70 N. Adams, Mass 4a. 46 46 North Adams, Mass 4a. 46 50 North Adams, Mass 4b. 70 70 North Adams, Mass 46. 70 75 North Corning, O. 75 North Creek, N. Y. 18-21 North Creek, N. Y. North Exar, P. 19-20 North Evans, N. Y 19-20 19-20 North Evand, P. 19-20 North Evand, P. 19-20 | Ray, 100. Pa. 50 Raymilton. Pa. 50 Readling, Mich. 53 Reddick III. 65 Red House, W. Va. 70 Reno, Pa. 50 Rhineeling, N.Y. 35-36 Remsen, N.Y. 35-36 Rendville, O. 70 Rhineeling, N.Y. 18-21 Richneld Springs, N.Y. 29 Ridgeway, O. 70 Rippleton, N.Y. 19-20 Rippleton, N.Y. 25 | Intel Alvers, Mich54 Thurston, O70-73 Ipton, Mich60 Ittasville, Pa48 Ivoli, N. Y18-21 Ioledo, O19-20.49-52 Tonawanda, N. Y. 27-32 Tonawanda, N. Y. 27-32 Tonawanda, N. Y. 27-32 Tonawanda, N. Y. 27-32 Tonber Ont3-10 Turbes Hill Tibes Hill Toroy, N. Y18-21-25a |
| | 18-21-24-54 Niagara Falls, N. Y. Niles, Mich. 2 Niles, O. 9a Nitro, W. Va. 70 N. Adams, Mass. 4.4 ovorlok, Va. 70 North Adams, Mass. 4.6 ovorlok, Va. 70 North Adams, Mass. 70 North Adams, Mass. 70 North Corning, O. 75 North Creek, N. Y. 10-20 North Evans. N. Y 19-20 North Evand. Pa. North Evand. Pa. 10-20 North Evand. Pa. 10-20 North Evand. Pa. 10-20 | Readding, Mich. 53 Reddick III. 65 Red House, W. Va. 70 Redwood, N. Y. 355 Remdville, O. 70 Rendo, Pa. 50 Rhineelff, N. Y. 18-21 Richfield Springs, N.Y.29 Richfield Springs, N.Y.29 Richfield Springs, N.Y.20 Ridgeway, O. 70 Rippleton, N.Y. 19-20 | Tipton, Mich |
| | 18-21-32 Niles, Nich. 2 Nilro, W. Va. 2 Nitro, W. Va. 70 N. Adams, Mass. 4a-46 North Kams, Mich. 59 North Adams, Mich. 59 North Chitteenango. N N. Y. 18-21 North Creek, N. Y. 19-20 North Evans, N. Y 19-20 North Evans, N. Y 19-20 North Evans, N. Y 19-20 North Evans, N. Y 19-20 | Red House, W. va | 1103010; Pa |
| | Niles, Mich | Redwood, N. Y 35-36 Remsen, NY. 35 Rendville, O | Toledo, O., 19-20-49-52 Tonawanda, N. Y., 27-32 Toronto, Ont. Jupper Lake Jot.N. Y., 8 Tribes Hill. Troy, N. Y |
| 028994316890433 6004080 23100617028555015 85204899115540396465331708827 | Nitro, W. Va | Remdville, O., 35 Rendville, O., 70 Reno, Pa., 70 Rhineelid, N. Y. 18-21 Richfield Springs, N.Y. 29 Richland N.Y. 36-38 Ridgeway, O., 70 Rippleton, N.Y. 25 | Toronaka, N. Y27-32 Toronto, Ont |
| | N. Adams, Mass | Reno, Pa. 50 Rhinecliff, N. Y. 18-21 Richfield Springs, N. Y. 29 Richland N. Y. 36-38 Ridgeway, O. 70 Ripley, N. Y. 19-20 Rippleton, N. Y. 25 | Tupper Lake Jct.N. Y. 8 Tribes Hill. 18-21 Troy, N. Y |
| 24311688044336604080231121 10111 10000000000000000000000000 | North Adams, Mich59 North Chittenango, N. Y18-21 North Corning, O75 North Corek, N. Y12 North East, Pa19-20 North Evans, N. Y 19-20 North Evans, N. Y 19-20 North Evans, N. Y 19-20 | Rhinecill, N.Y., 18-21 Richheld Springs, N.Y.29 Richland N.Y., 36-38 Ridgeway, O., 70 Ripley, N.Y., 19-20 Rippleton, N.Y., 25 | Tribes Hill |
| | North Chittenango. N. Y. 18-21 North Corning. 0 | Richland N. Y. 36-38 Ridgeway, O | 1109.14. 118-21-208 |
| | N. Y | Ridgeway, O | |
| | North Creek, N. Y 12 North East, Pa 19-20 North Evans, N. Y 19-20 North Girard, Pa 19-20 | Rippleton, N. Y25 | THEFT |
| 20112221201212111111111111111111111111 | North East, Pa 19-20 North Evans, N. Y 19-20 North Girard, Pa 19-20 | | Ulysses, Pa |
| | North Girard, Pa., 19-20 | Roanoke, Va70 | Union Hill, Ill |
| | | Rochester, N. Y 18-21 | Union ville, $0 \dots 19-20$ |
| | North Hayden, Ind64 | Rocky Ridge, O 19-20 | 0 1104, 14. 1 |
| | North Judson, Ind65 | Rome, N.Y. 18-21 | |
| 280231066117022855500155 8550448.991115554003.9684.8511111111111111111111111111111111111 | North Liberty, Ind 65 | Rushville, 070 | Valleyfield, Que |
| 1 | 18-21 | Russel's Point O 74 | Venice, O 19-20 |
| 201 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | North Tonawanda, | Rutland. Vt11 | Vermilion, O |
| 1 | North Warren, Pa48 | Rutland, 070 | Verona, N. Y 18-21 |
| 111112022855500155 8550048891115554032064655311720822 | North Weedsport. | | Victor, N. Y |
| 27028555015 8520489911555403064465331708827 | 18-21 North Tonawanda, N. Y. 27-32 North Warren, Pa 48 North Weedsport, NY. 18-21 Norvell, Mich | St. Johnsville, N.Y. 18-21 | |
| 02.8555015 855048.8911255403064465331708827 | Norwalk, O23 | St. Louis, Mo | |
| 85550115 8550448991115554003 104 H H H H H H H H H H H H H H H H H H H | Norwood N. Y 35-36 Nottingham, O 19-20 | St. Thomas, Ont2 | Wakeman, O |
| 550015 8550048891115554003 006466533117008227 | | Sabattis, N. Y | Walkerton, Ind |
| CONS 852048891115554003064465533177088227 | Oak Harbor, O 19-20 | Saginaw, Mich2 | Walworth, N. Y 18-21 |
| 15 8520448591115554003 HF HHHHHHHHHHHHHHHHHHHH | Oberlin, O | Saline, Mich | Wakeman, O |
| 85500 ((((())))) (()) (()) (()) (()) (()) | Ogdensburg, N. Y. 35-36 | Sandusky, O 19-20 | Warren, O |
| 850 (((((((((((((((((((| Oil City, Pa 50 | Sandy Lake, Pa50 | Warren, Pa |
| 5004489911055546030064486533111111555460300644865331111115554603006448653311111111111111111111111111111111111 | Oneida N Y 18-21 | Santa Clara, N. Y47 | Waterloo, Ind., 19-20-53 |
| 048911155403064653170827 | Dneonta. N. Y | Saranac Inn. N. Y 8 | Naterioo, N. Y |
| 89111554030646531170827 | Oriskany N V 18-91 | Saratoga Springs, N. Y8 | Watkins, Mich. 50 |
| 911155403064653170827 | Osgood, Pa50 | Sattes, W. Va70 | Watkins, N. Y |
| 1155403064653170827 | Ossining N V 18-21 | Savannah, N. Y. 18-21 | Wawaka, Ind 19-20 |
| 554030646533170827 | Oswego, N. Y 37-38 | Saybrook, O 19-20 | Wayne, O |
| 04030646533170827 | Otis, Ind 19-20 | Schneider, Ind 64-65 | Weehawken N J 24 |
| 03064653111111208227 | Ottawa, Ont | Schodack Landing, | Welch, W. Va70 |
| 1064 H65 H167 H167 H167 H167 H167 H167 H167 H167 | | Schoolcraft, Mich 54 | Warren, Pa |
| 146 146 146 146 146 146 146 146 146 146 | Painesville, O 19-20 | Seatonville, Ill65 | Wende, N. Y 18-21 |
| 16 H 5 H 51 H 127 H 120 | Palatine Bridge, | Seneca Falls, N. Y26 | West Batavia N.Y. 18-21 |
| 5 H 53 H 51 H 57 H 50 H 50 H 50 H 50 H 50 H 50 H 51 H 51 H 52 H 52 H 52 H 52 H 52 H 52 H 52 H 52 | Palmyra, Mich 22-53 | Shelby, Ind | West Bergen, N.Y. 18-21 |
| | Palmyra, N. Y 18-21 | Shipshewana, Ind 67 Shortsville N V | West Mansold 19-20 |
| 7 H | Paris, Ill | Silver Creek, N. Y. 19-20 | Weston, Mich. |
| 8 1 | Parish N V | Sinclairville N.V. | West Point.N.Y.18-21-2 |
| 2 1 | Pawling, N. Y | Skaneateles Jct., N. Y.26 | Wheatfield, Ind |
| | Peekskill, N. Y 18-21 | Slater, O | White Pigeon, Mich. 22-54 |
| 1 1 | CHARLES VILLE, U. 73 | Smithers, W. Va | Whitesboro, N. Y. 18.91 |
| 5 1 | Penn Yan, N. Y., 33 | Solus, N. Y | West Mansfield, O70 Weston, Mich |
| | Penn Yan, N. Y33 Pentecost, Mich60 | BUIVEY, IN. I | Wickliffe, O 19-20 Williamstield, O 6 |
| 0 1 | Penn Yan, N. Y | Somerset, Mich | Williamon M. W. |
| | Penn Yan, N. Y33 Pentecost, Mich60 Peoria, III | South Bend.Ind.19-20-65 | williamson. N. Y 37 |
| 3 1 | Penn Yan, N. Y | Somerset, Mich59 South Bend. Ind. 19-20-65 South Byron, N.Y 18-21 South Chicago, Ill. | Williamsport, Pa., 33-34 Williamstown Muss |
| 6 I 51 I | Penn Yan, N. Y | Somerset, Mich59 South Bend. Ind. 19-20-65 South Byron, N.Y 18-21 South Chicago, Ill. 19-20-64 | Williamson, N. Y37 Williamsport, Pa33-34 Williamstown, Muss49 Williamstown, O70 |
| i i | Penn Yan, N. Y. 33 Pentecost, Mich. 60 Peoria, III. 5 Peoria, O. 70-74 Perry, O. 19-20 Petersburg, Mich. 55 Petalsville. 0. Phalanx, O. 51 Phelps, N. Y. 26 | Somerset, Mich, 59 South Bend, Ind. 19-20-65 South Byron, N.Y. 18-21 South Chicago, III. 19-20-64 South Columbus, O70 Snencemport, N.Y. 27 | Williamson, N. Y., 37 Williamsport, Pa., 33-34 Williamstown, Muss., 49 Williamstown, O., 76 Willoughby, O., 19-20 Windor, Ort |
| 1 I 20 I 17 I | Penn Yan, N.Y. 32 Pentecost, Mich. 60 Peoria, III. 75 Peory, O., Mich. 19-20 Petry, O., Mich. 19-20 Pettsville. 0.19-20 Pettsville. 0.19-20 Phelps, N.Y. 26 Phelps Jct., N.Y. 26 Philadeplicia, N.Y. 35-36 | Somerset, Mich | williamson, N. Y., 37 Williamsport, Pa., 33-34 Williamstown, Muss., 44- Williamstown, O., 76 Willoughby, O., 19-20 Windsor, Ont., 2 Winston-Salem, N. C. 70 |
| 5 1 | Penn Yan, N. Y. 33 Pentecost, Mich. 60 Peoria, II. 5 Peoria, A. Mich. 50 Petris, O. 70.74 Perry, O. 10-20 Petersburg, Mich. 52 Pettsville 0. Pettsville 0. Phelps, N. Y. 26 Philadelphia, N. X. 25-36 Phildelphia, N. X. 26 Phildelphia, N. X. 26 | Somerset, Mich | williamson, N.Y37 Williamsport, Pa. 33-34 Williamstown, Muss49 Williamstown, O70 Willoughby, O19-20 Windsor, Ont2 Winston-Salem, N.C. 70 Wolcott, N.Y. 37 |
| 5 H 5 H 3 H 3 H | Penn Yan, N. Y. 33 Pentecost, Mich. 60 Peoria, O. 70-74 Perry, O. 19-20 Petersburg, Mich. 55 Petersburg, Mich. 55 Phelps, N. Y. 26 Phelps, N. Y. 26 Philadelpila, PA. 35 Phildelpila, Pa. 38 Pulloburg, Pa. 37 Pickering, O. 70 | Somerset, Mich | wickliffer, O |
| 3 1 | Penn Yan, N.Y. 23 Pentecost, Mich. 60 Peoria, III. 70.74 Perry O. 70.74 Petry O. 70.74 Petrsburg, Mich. 55 Petrsburg, Mich. 55 Petrsburg, M. 75 Phalan, O. 19-0 Phalan, O. 19-0 Phalan, Y. N.Y. 25 Philadelphia, N.Y. 35 Philadelphia, Pa. 28 Philadelphia, Pa. 33 Pickerbar, O. 70 Pickerbar, O. 70 Pickerbar, O. 70 Pickerbar, O. 70 Pickerbar, O. 70 Pickerbar, O. 70 | Somerset, Mich | w minameon, N. Y. 35 Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, Mass. 4- Williamstown, 0. 760 Wilndsor, Ont. 2 Winston-Salem, N. C. 70 Wolcott, N. Y. 37 Woodgate, N. Y. 37 Woodgate, N. Y. 38 Worcester, Mass. 1-2-3-5-6 Wurdlizer, N. 27 |
| 2 I | Penn Yan, N.Y. 32 Pentecost, Mich. 60 Peoria, II. 5 Peoria, A. O. 19-20 Petry, O. 19-20 Petry, Mich. 19-20 Pettsville. 0.19-20 Phelps, N.Y. 26 Philadelphia, N.Y. 26 Philadelphia, N.Y. 26 Philadelphia, N.Y. 35-36 Philadelphia, N.Y. 26 Philadelphia, N.S. 36 Pickering, O. 70 Piney Fork, O. 51 Pitsburgh, Pa. 69-99-49 | Somerset, Mich | w Hilamson, N. Y. 35 Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, Mass. 4- Williamstown, 19-20 Windsor, Ont. 22 Winston-Salem, N. C. 70 Wolcott, N. Y. 5- Woodgate, N. Y. 5- Woodgate, N. Y. 5- Wordster, Mass. 1-2-3-5-6 Wurlitzer, N. Y. 27 Wyandotte, Mich. 49 |
| 4 1 | Penn Yan, N. Y. 33 Penteost, Mich. 60 Peoria, 0. 70-74 Perry, O. 70-74 Petry, O. 19-20 Petersburg, Mich. 55 Pettskylle, O. 19-20 Phalanx, O. 51 Phelps, N. Y. 26 Philadelphia, PA. 28 Pulliosburg, Pa. 33 Pelkering, O. 70 Piney Fork, O. 51 Pittsburgh, Pa. 69-9a-49 Pittsheld, Mass 52-44 | Somerset, Mich | Williamson, N. Y Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, O |
| 4 I | Perm Yan, N. Y. 33 Pentecost, Mich. 60 Peoria, III. 70-74 Perry, O. 19-90 Petersburg, Mich. 55 Petersburg, Mich. 55 Petersburg, Mich. 57 Phelps, N. Y. 26 Philadelphia, PA. 26 Philadelphia, Pa. 28 Pulliburg, Pa. 32 Piltsburg, Pa. 32 Piltsburgh, Pa. 51 Pittsburgh, Pa. 51 Pittsdel, Mass 12-3-3-5-6-46 Pittsford, Mich. 22 | Somerset, Mich | Williamson, N. Y. 35 Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, O. 76 Willoughby, O. 19-20 Windsor, Ont. 2 Winston-Salem, N. C. 70 Wolcott, N. Y. 37 Woordgate, N. Y. 37 Woordgate, N. Y. 27 Wyandotte, Mich. 49 Yonkers, N. Y. 18-21 |
| 4 H | N. Y. 27-32 North Warren, Pa48 North Weedsport. N. Y. N.Y. Norwalk. Solden. Solden. Sold Clupter. Sold Clupter. Norwalk. Sold Clupter. Sold Clupter. Sold Clupter. Sold Clupter. Sold Clupter. Sold Clupter. Sold Clupter. <td>Somerset, Mich</td> <td> williamson, N. Y. 35, Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, 0. 70 Williamstown, 0. 70 Williamstown, 0. 70 Windson, Ont. 22 Winston-Salem, N. C. 70 Wolcott, N. Y. 37 Woodgate, N. Y. 8+ Worcester Mass. 1-2-3-5-6 Wurlitzer, N. Y. 77 Wyandotte, Mich. 49 Yonkers, N. Y. 18-21 Youngstown, 0.6-9-9a-49 </td> | Somerset, Mich | williamson, N. Y. 35, Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, 0. 70 Williamstown, 0. 70 Williamstown, 0. 70 Windson, Ont. 22 Winston-Salem, N. C. 70 Wolcott, N. Y. 37 Woodgate, N. Y. 8+ Worcester Mass. 1-2-3-5-6 Wurlitzer, N. Y. 77 Wyandotte, Mich. 49 Yonkers, N. Y. 18-21 Youngstown, 0.6-9-9a-49 |
| 6 I | Penn Yan, N.Y. 32 Pentecost, Mich. 60 Pentecost, Mich. 55 Peorla, O. 70.74 Verry, O. 19-20 Petersburg, Mich. 55 Pettsville 0. Pettsville 0. Phelps, N.Y. 26 Philadelpita, N.Y. 33 Pickering, O. 70 Piney Fork, O. 51 Pitsburg, Pa. 6-9-9a-49 Pitsford, Mich. 26 Pittsford, Nich. 54 | Somerset, Mich | williamson, N. Y |
| | Plainwell, Mich54 Plattsburg, N. Y. 12 Places Ind. 52 | Somerset, Mich | Williamson, N. Y Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, Mass. 4+ Williamstown, 0 |
| 3. 1 | Penn Yan, N. Y. 33 Penneost, Mich. 60 Peoria, III. 70.74 Perry, O. 70.74 Perry, O. 70.74 Petry, O. 70.74 Petry, O. 70.74 Petry, O. 70.74 Petry, Mich. 55 Petristville, O. 71 Phelps, N. Y. 26 Philadelphia, PA 35-36 Philadelphia, PA 35-36-46 Pittsford, Mich. 52 Pittsford, N. Y. 12 Pittsford, N. Y. 12 Pittsford, N. Y. 12 Pitesant Jake. Ind. 53 Pleasant Jake. Ind. 54 Pleasant Jake. Ind. 53 Pleasant Jake. 54 Pleasant Jake. 55 Pleasant Jake. 55 Ple | Stoneboro, Pa | williamson, N. Y |

| | | | | | | | - | _ | | | | | _ | | _ | _ | | | | | _ | |
|--|---|---|--|---|--------------------------|---------------------------------------|---|--|---|---|--|---|--|---|---|--------------------------------------|--|--|---------------------------------|-----------------------|----------------------------|------------------------|
| For extra | fares ch | Ext | ra F | ares | Cha | rged | on | Li | nite | ed ' | Train | 15 | | 14 4 | lake | + 04 | ont | | | | | |
| FROM | 1 | argeu | | New Yo | | шак | ing t | Yon- kers | | | Bea- P | ough- i | Alba | | | ica | | • acuse | Ro | ch- | Buf | tala |
| WESTBOUND | - 1 | 1. | 1.1 | | | 1 | | | II.MI | | con k | - | 1 | - | 00 | 1 | - Syla | 1 | est | ter | 1 | |
| Via New York Central R. R. | PO F | Ohio Sandusky, Ohio | Elkhart, | Mishawaka, Ind. | LaPorte, | Gary, Ind. | Chicago III. | Chicago, III. | Elkhart, Ind. | Chicago, III. | Chicago, 111. | Chicago, III. | Ellthart, Ind. | Chicago, Ill. | Elkhart, Ind. | Chicago, III. | Elkhart, Ind. | Chicago, III. | Elkhart, Ind. | Chiengo, III. | Elkhart, Ind. | Chicago, Ill. |
| No. 1-3—Day Coach de Luxe & Cleveland Express No. 5—The Mohawk. No. 7—The Westerner No. 19—Claveland Limited No. 21-19—Cleveland Limited No. 25—20th Century Limited No. 25—20th Century Limited No. 29-23—The Niagara No. 39—North Shore Limited No. 41—The Cayuga No. 59-151—The Iroquois & Interstate Expres No. 67—The Commodore Vanderbilt. | 1.20 1.20 1.20 1.20 1.3.60 2.40 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.2 | 20 1.20 Extra 20 1.20 60 3.60 Extra 20 20 | 4.20 6.60 Fare 0.5.40 Fare 8.40 6.40 8.40 8.40 8.40 8.40 8.40 | | | | 4.80 7.20 9.60 9.60 9.60 9.60 9.60 9.60 9.60 9.6 | 4.50 | 8.10 | 4.50 6.90 5.70 9.30 9.30 9.30 9.30 9.30 9.30 9.30 9.3 | 0 4.20 | 4.20 6.60 5.40 3.00 | 7.20 7.20 | | 6.60 | 7.80 | 6.00 6.00 | 7.20 7.20 | 4.80 | 6.00 6.00 | 3.80 3.80 | 5.00 5.00 |
| | FROM | | - | - 1 - | HICAGO |) ILL | | | | | Ohio | uu, | Porte | Gar | y h | art a | waka | Den | <u>a</u> | ledo | F18 0 | lusky |
| EASTBOUND Via New York Central R. | то | | | Worcester, | | | Beacon, N. Y. | Harmon, | A | | Har N. | New York, N. Y. | New York, N. Y. | New York, | New | N | New York, N. Y. | New York, | Mour | | New | New York, N. Y. |
| No. 4—New York Limited No. X-4—Fast Mail. No. 10–142—Easterner and Prairie State No. 12–54—Southwestern Lid. & Buffalonia No. 12–54—Southwestern Lid. & Buffalonia No. 24–68—The Kniekerbocker & Com. Van No. 24–68—The Kniekerbocker & Com. Van No. 24–60—The Kniekerbocker & Com. Van No. 56–70—The Commodore Vanderbilt No. 68–142—The Commodore Vanderbilt & F No. 68–142—The Commodore Vanderbilt & F No. 614–61–58. | a derbilt trairle State Limited | 8.40 8 | io E xti 8.40 8 a fare to E xti | ra F are .40 9. char ge ra F are | 60 9.60 of \$1.20 | 7.80 is ma 5.40 4.20 6.60 | de fr 5 40 4.20 | 9.3 8.1 9.3 9.3 9.3 0 m C 5.7 9.3 4.5 6.9 | 0 9 0 0 8 - 0 8 - 0 9 0 0 | 40 | 22 33 32 34 4 50 Ne w 33 50 Ne w 50 | 40 60 60 40 60 80 707 60 80 40 80 | 6.00 k for c 8.40 4.20 4.80 | 8.10 7.80 0ach 8.40 4.20 6.60 | pass 0 6. pass 0 8. 0 4. | 40 00 00 eng ei | rs onl 3.60 4.80 | 6.00 6.00 y | | | 1.48 | .24 |
| | FROM | | | | | NE | | ORK | | | | | | Y | on- ers | Har- | Bea | a- | Poughkeepsi | - | 1 | |
| WESTBOUND Via Michigan Central R. | | Windsor, Ont. | Detroit, Mich. | Ann Arbor, Mich. | Ypsilanti, Mich. | Mich. | Mich. | Mich. | Gallen, Mich. | Michigan City, Ind. | Gary, Ind. | Hammond, Ind. | Chicago, | | III. | Chicago, III. | Chicago, | - | Chicago, III. | | ~ | |
| No. 17—The Wolverine. No. 23—Western Express. No. 39—North Shore Limited. No. 41—The Cayuga. No. 41—The Clottolter. No. 59-15—The Iroquois | | 2.40 | 2.40 No 2.40 | 1.10 | are | ···· 7.4 | 40 50 20 4 | .20 | 4.50 | | 8.10 4.50 | 9.60 8.10 4.50 | 9.6 | 0 0 | | 9.30 8.10 4.50 9.30 | 4 | | |) | | |
| | FROM | Chicage | o, Ill. | De- troit | Niles | gan City | Gary 1 | Ham- | | I F | THI | R | UN (| DE 7 | THE | CE | NT | IIR | v | 1 | | |
| EASTBOUND Via Michigan Central R. | то | Pough- keepsie, N. Y. | Z & Z Z Z 30 9.60 | 2.40 | New York, N. Y. | ew York, N. Y. | York, Y. | New York, N. Y. | | - | A vivid hind ti queen Centus scenes, 6x9, il | pen he un of An ry Li give | pictu nceasi merica miteo n in a ated | ire of ing d an tr 1. A a boo with | f the aily ains- glir ok of har | daily opera —Th npse 110 | y dra ation e Tw behi page | ima l of t entionind t es, ea | be- the eth the ach | | | |
| No. 8—1ne Wolverine. No. 10-142—Easterner and Prairie State. No. 40—North Shore Limited. No. 44—The Niagara. No. 48—The Detrolter. No. 56—Dewitt Clinton. No. 56—Dewitt Clinton. | | No ex 1.80 2. 8. 7.80 8. 5.40 5. No ex | 10 8 .40 70 6 .00 | 2.40 | 4.80 6.00 | | 1 80 7 80 7 80 | 1.80 7.80 7.80 | | | wash postpa Public ington at mos | id or ation Ave. st Un | n reco Bure ., New ion N | eipt eau, v Yor ews s | of fi Room rk Ci stand | fty c m 15 ity. ds. | ents 18, 4 Also | by 1 66 L on s | the ex- sale | | | |
| Citizen and Citizen | | | | | ia Big | g Fou | r Ro | ute | | | | | | | 0.0 | | | | | | | - |
| FROM | Anderson | w York | | | | Har- mon | | | | 1 | FROM | St | . Loui | 3 | Indianapolls | Cincinnati Davton | Middletown | Columbus | Anderson | Bellef | ontain ncie | Mattoon Terre Haute |
| Columbus Springfold Middleown Culoumadi | Belle- fontaine Indianapo Marion Muncie Terre Hat | silo Cit, | Greencastle | Mattoon | St. Louis Cincinnati | St. Louis | - | EAST | FBOU | ND | то | Harmon, | New York. | | | | | Harmon or New York | Harmon or New York | Harn New N. | non or York, Y. | York |
| No. 11—SouthwesternLimited No. 15—Ohio State Limited No. 39—North Shore Limited No. 39—North Shore Limited No. 59-151—The Iroquois | 3.60 1.20 3.60 | 3.6 | | $ \begin{array}{c} 0 \\ \overline{0} \\ $ | 80 .40 .80 | 4.80 2.40 .4.80 | No. 6- No. 12- No. 16- No. 24- No. 24- | -Fifth -Sout -Ohio 38—T -Nort | hweste State 'he Kn ch Shot | ue Sp ern Li Limi licker re Lir | becial imited ted bocker nited | 6.0 6.0 4.8 | 0 6 0 6 | | $ \begin{array}{c} 20 \\ 60 \\ 3 \\ . 60 \\ . 40 \\ . 40 \\ . $ | 40 | 1.20 2.40 2.40 | 1.20 | 3.60 | 1 3 2 3 2 | 20 60 40 60 40 | 4.80 |

11 The Water Level Route 12

| Between | 1 | NEW YORK | | | BOSTON | 1 | BUF | FALO | | | CLEVELAND | 11 | | TOLE | DO | | | | CHIC | AGO | |
|------------------------------------|--|--|---|---|---|--|--|---|--|--|--|---|--|--|---|---|--|---|---|--|---|
| | Parlor Car | Sleeping Car | | Parlor Car | Sleeping Car | Parior Car | £ | Sleeping Ca | ır | Pario | | | Parlor Car | Sle | eping Ca | ır | Par | | Sle | eping | Car |
| And | Seat Drawing Room | 0 10 | Drawing Room | Seat Drawing Room | Lower Berth Section One Person Compart- ment Drawing Room | Seat Drawing Room | Lower Berth Section | One Person S'gle or D'ble Bedroom Compart- | Drawing Room | Seat Drawing | 20 | Room | Seat Drawing Room | Lower Berth Section One Person | S'gle or D'ble Bedroom Compart- ment | Drawing Room | Seat | Drawing Room | Berth Bection | One Person S'gle or D'ble Bedroom | Compart- ment |
| Pittsburgh, Pa Pittsfield, Mass | 3 75 18 7 3 00 13 5 4 75 18 7 4 75 18 7 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{c} 1.3,50\\ 31,50\\ 31,50\\ 31,50\\ 31,50\\ 31,50\\ 22,50\\ 22,50\\ 30,00\\ 31,50\\ 30,00\\ 31,50\\ 30,00\\ 31,50\\ 30,00\\ 31,50\\ 30,00\\ 33,50\\ 3$ | 3.00 15.00 1.20 6.00 3.00 15.00 1.20 75 3.77 2.48 12.38 2.18 10.88 | $\begin{array}{c} 10,13 \\ 14,18 \\ 28,50 \\ 3.75 \\ 5.25 \\ 10,50 \\ 13,50 \\ 10,50 \\ 1$ | 3 (00 15, 00 3 (38 16 88 2 85 14 85 1, 33 6 6 73 1, 33 6 73 1, 33 6 73 1, 35 9 .58 2, 65 14 3, 33 1, 35 6 73 75 3, 75 2, 63 13, 13 3, 00 13, 50 1, 38 9 38 2, 63 13, 13 3, 00 13, 50 3, 00 13, 50 3, 00 13, 50 3, 00 13, 50 3, 00 13, 50 7, 3, 75 1, 38 75 3, 00 15, 00 15, 00 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 20 | 15 21.00 75 16.50 001 13.50 001 15.00 001 15.00 001 15.00 001 15.00 001 15.00 001 15.00 001 50 13.50 13.50 001 50 13.50 13.50 13.50 13.50 101 27.00 102 27.00 103.50 13.50 101 13.50 101 13.50 101 13.50 101 13.50 | 75 3 1.35 6 2.25 11 1.50 7 1.50 7 1.13 5 1.43 7 1.13 5 1.43 7 1.13 5 1.43 7 1.13 5 1.50 7 .75 8 1.50 7 .75 8 1.50 7 .75 8 1.50 7 .75 8 .150 7 .150 7 .15 | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 50 50 50 50 50 00 00 50 50 50 50 50 50 5 | 1.20 6.00 2.10 10.50 1.50 7.80 7.5 3.75 7.75 3.75 7.75 3.75 1.50 7.60 4.50 22.60 2.63 13.13 1.20 6.00 3.23 16.13 | $\begin{array}{c} 8, 25 \\ 3, 75 \\ 5, 25 \\ 3, 75 \\ 5, 25 \\ 3, 75 \\ 5, 25 \\ 3, 75 \\ 5, 25 \\ 3, 75 \\ 5, 25 \\ 3, 75 \\ 5, 25 \\ 3, 75 \\ 5, 25 \\ 7, 50 \\ 10,$ | 2 23 2 7 50 10.5 9 0 9 0 9 0 9 0 9 0 9 0 9 0 9 0 | 00 10 50 25 20 00 50 13 50 50 13 50 50 13 50 10 10 50 10 10 50 10 10 50 10 10 50 10 10 50 10 10 50 10 22 50 10 27 60 10 27 60 10 27 60 10 27 60 13 50 60 16 50 13 10 27 00 10 27 00 10 13 50 10 13 50 | 3.38 2.25 1.50 3.00 3.23 | 16.88 11.25 7.50 15.00 3.76 7.50 | 3.75 5. 3.75 5. 4.50 6. 9.00 12. 5.63 7. 4.50 6. 9.00 12. 5.63 7. 7.50 6. 7.50 10. | 25 25 30 60 18.0 88 11.2 60 88 11.2 50 15.0 30 | 10.50 1 12.75 1 12.75 1 0.25.50 3 15.75 2 15.75 2 15.75 2 25.50 3 6 15.75 2 10.50 1 10.50 1 |

ou

Ca

Limited Train Features

Special service features are provided on limited trains as follows:

- Nos.
- 25 and 26-Twentieth Century Limited. Club Car—Barber, Bath, Stenographer, Valet, Stock Reports, Sporting Events, Magazines, Newspapers, Stationery. Observation Car—Maid, Telephone at Terminals, Lounge, Magazines,
 - Newspapers, Stationery.
- s. 37 and 38—Advance Twentieth Century Limited. Club Car—Barber, Bath, Stenographer, Valet, Stock Reports, Sporting Events, Magazines, Newspapers, Stationery. Observation Car—Maid, Telephone at Terminals, Lounge, Magazines, Newspapers, Stationery. Nos
- s. 67 and 68—The Commodore Vanderbilt. Club Car—Barber, Bath, Stenographer, Valet, Stock Reports, Sporting Events, Magazines, Newspapers, Stationery. Observation Car—Maid, Telephone at Terminals, Lounge, Magazines, Newspapers, Stationery. Nos.
- Nos Valet. Stock Reports, Sporting

s. 11 and 12—Southwestern Limited. Club Car—Barber, Bath, Stenographer, Valet, Stock Reports, Sporting Events, Newspapers, Magazines, Stationery. Observation Car—Maid, Telephone at Terminals, Lounge, Magazines, Newspapers, Stationery.

Nos. 47 and 48—The Detroiter. Club Car—Valet, Newspapers, Magazines, Stationery. Observation Car—Maid, Telephone at New York, Ladies' Lounge and Bath, Magazines, Newspapers, Stationery.

- s. 15 and 16—Ohio State Limited. Club Car—Valet, Sporting Events, Newspapers, Magazines, Stationery. Observation Car—Telephone at Term'ls, Magazines, Newspapers, Stationery. Nos.
- s. 39 and 40—North Shore Limited. Club Car—Valet, Magazines, Newspapers, Stationery. Observation Car—Telephone at Term'ls, Magazines, Newspapers, Stationery. Nos.
- Nos. 19 and 22—Lake Shore Limited. Club Car—Valet, Sporting Events, Magazines, Newspapers, Stationery. Observation Car—Maid, Telephone at Terminals, Ladies' Lounge, Magazines, Newspapers, Stationery.

Nos.

s. 17 and 8—The Wolverine. Club Car—Valet, Sporting Events, Magazines, Newspapers, Stationery. Observation Car—Maid, Telephone at Terminals, Ladies' Lounge, Maga-zines, Newspapers, Stationery.

21-Cleveland Limited. Club Car-Valet, Magazines, Newspapers, Stationery. Observation Car-Magazines, Newspapers, Stationery. No.

No. 4-New York Limited. Club Car-Valet, Newspapers, Magazines, Stationery. Buffet Lounge Car.

No.

6-Fifth Avenue Special. Club Car-Valet, Sporting Events, Magazines, Newspapers, Stationery.

No. 24—The Knickerbocker. Club Car—Valet, Sporting Events, Magazines, Newspapers, Stationery. Observation Car—Telephone at Terminals, Magazines, Newspap Newspapers, Stationery.

All club cars on the N.Y.C. Lines carry a current copy of the Official Ry. Guide.

Important Notice

The 20th Century Limited and other New York Central passenger trains are frequently operated in two or more sections. It is therefore necessary that friends who expect to wire you en route, or meet you at stations, should know the number of your Pullman Car as well as the number or name of your train.

Western Union Telegrams

Telegrams, cablegrams, day and night letters accepted in all telegraph offices in railway stations along the New York Central Lines for transmission via Western Union. Fifty-word night letters for delivery the following morning to any part of the United States at the rate of a ten-word day message.

National Travelers Aid Society

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.

Check Baggage Direct

Passengers are urged to check their baggage through to house address, hotel, steamship, dock, etc., at destination, thus insuring prompt delivery and avoid-ing necessity for any further attention on their part. Reliable transfer com-panies perform the service at nominal rates. Charges may be paid at starting point or after receipt of baggage at destination address. This delivery arrange-ment is in effect at all of the larger cities along the New York Central Lines.

PARLOR, SLEEPING AND DINING CAR SERVICE-North and West-Bound Abbreviations: Sec .- Section; D.R.-Drawing Room; Comp.-Compartment

No. 1-Day Coach De Luxe-Daily No. 15-Ohio State Limited-Daily Club Car New York to Cleveland—In No. 3 from Buffalo Via Big Four Route Club Car New York to Cincinnati Boston to Albany w York to Chicago (12 Sec.-D.R.)—In No. 3 from Buffalo; No. 5 from Cleveland Observation Sleeping Car New York to Cincinnati (Lounge-3 Comp.-2 D.R.) Parlor Car New York to Cleveland—In No. 3 from Buffalo Observation Coach New York to Buffalo Sleeping Cars eping Cars New York to Cincinnati (12 Sec.-D.R.)—Three New York to Cincinnati (8 Sec.-D.R.-2 Comp.) Boston to Cincinnati (8 Sec.-D.R.-2 Comp.)—From Dining Car New York to Buffalo Boston to Chainnaid (16 Sec.)—Open 9.30 p.m B. & A. No. 25 Buffalo to Cincinnati (16 Sec.)—Open 9.30 p.m Boston to Pittsburgh (12 Sec.-D.R.)—In No. 41 from New York to Cleveland—In No. 3 from Buffalo No. 3—Cleveland Express—Daily Buffalo Boston to Chicago (12 Sec.-D.R.)—In No. 41 from New York to Cleveland-From No. 1 at Buffalo New York to Cleveland—From No. 1 as Dugaso Sleeping Cars New York to Chicago (12 Sec.-D.R.)—In No. 1 to Buffalo to Chicago (12 Sec.-D.R.)—In No.5 from Cleveland Buffalo to Chicago (12 Sec.-D.R.)—In Big Four No. 6 Buffalo to Chicanana (12 Sec.-D.R.)—In Big Four No. 6 Buffalo to Miam—Mon. Wed., Fri. (12 Sec.-D.R.-Comp.)—In Big Four No. 6—First Trip Dec. 1 Buffalo to St. Petersburg—Tues., Thurs., Sat. (12 Sec.-D.R.-Comp.)—In Big Four No. 6—First trip Dec. 2 Parlor Car Buffalo Buffalo Observation Parlor Car on Boston & Albany R. R. Parlor Cars New York to Buffalo New York to Syracuse Pullman Cars only; no coach passengers carried Dining Cars serving all meals No. 17—The Wolverine—Daily Via Michigan Central R.R. Club Car New York to Chicago New York to Cleveland-From No. 1 at Buffalo Observation Sleeping Car New York to Chicago (Lounge-3 Comp.-2 D.R.) No. 5—The Mohawk—Daily Via New York Central R.R. Sleeping Cars New York to Chicago (10 Sec.-2 D.R.) Buffalo to Chicago New York to Chicago (0 Sec.-2 D.R.) New York to Chicago (8 Sec.-D. R.-2 Comp.) New York to Chicago (6 Comp.-3 D. R.) New York to Chicago (14 Sec.) New York to Bay City (12 Sec.-D.R.) New York to Grand Raudás (12 Sec.-D.R.) New York to Grand Raudás (12 Sec.-D.R.) New York to Detroit (12 Sec.-D.R.) Sleeping Cars New York to Chicago (12 Sec.-D.R.) New York to Chlcago (12 Sec.-D.R.)—In No. 1 to Buffalo; No. 3 to Cleveland Auburn to Chicago Except Sunday (10 Sec.-2 D.R.)— From Auburn Road No. 9 at Rochester Rochester to Chicago Sunday Only (12 Sec.-D.R.) Buffalo to Chicago (12 Sec.-D.R.)—Two Buffalo to Chicago (10 Sec.-D.R.-2 Comp.) Buffalo to Chicago (10 Sec.-D.R.).—From No.3 atCreeland Cleveland to Chicago (12 Sec.-D.R.).—From No.3 atCreeland Cleveland to Chicago (12 Sec.-D.R.).—From P.A: Prom P.A: Pullman Cars only; no coach passengers carried Dining Cars serving all meals No. 19—Lake Shore Limited—Daily Via New York Central R.R Club Car New York to Chicago 2 Comp.) Pittsburgh to Chicago (8 Sec.-Buffet (L.E. No. 79 Lounge) Columbus to Chicago (12 Sec.-D. R.)—From Ohio Cen-tral No. 1 at Toledo. Observation Sleeping Car New York to Chicago (Lounge-3 Comp.-2 D.R.) eening Cars New York to Chicago (10 Sec.-2 D.R.) New York to Chicago (8 Sec.-D.R.-2 Comp.)—From No. 21 at Checano New York to Chicago (8 Sec.-D.R.-2 Comp.)—From No. 21 at Checano New York to Chicano New York to Cleveland New York to Cleveland New York to Chicano via Boston to Chicago via B.&M. No. 59 Troy (12 Sec.-D.R.)—From B.&M. No. 59 Parlor Car New York to Buffale—Two Dining Car serving all meals New York to Chicago Pittsburgn to Chicago—From P.&L.E. No. 79 No 7—The Westerner—Daily eping Cars New York to Chicago via N.Y.C. (12 Sec.-D.R.)—Two Albany to Cleveland (12 Sec.-D.R.) Rochester to Cleveland (12 Sec.-D.R.)—Open 9.30 p.m. Buffalo to Cleveland (16 Sec.)—Open 9.30 p.m. Toronto to Cleveland (12 Sec.-D.R.)—From T. H. & B. No. 83 clore Cars B.c.m. 190. 00 Parlor Cars New York to Albany—Sundays only New York to Lake George except Sunday New York to Syracuse Cleveland to Chicago No. 53 Parlor Cars New York to Albany— (Sleeper as Parlor Car) New York to Utica—In No. 61 to Albany Cleveland to Detrolt—In Detrolt Branch No. 224 Cleveland to Chicago— (Sleeper as Parlor Car) Pullman Cars only; no coach Dining Car serving all meals No. 21-Cleveland Limited-Daily Via New York Central R.R. Albany to Utica Cleveland to Chicago Club Car New York to Cleveland Observation Sleeping Car New York to Cleveland (Lounge-3 Comp.-2 D.R.) Coaches New York to Chicago via N.Y.C. New York to Chicago via N.Y.C. New York to Buffalo Cleveland to Detroit—In Detroit Branch No. 224 No. 9—Fast Mail—Daily Sleeping Cars—Open 3.30 p.m.(E.T.); may be occupied until 7.00 a.m. (C.T.) Toledo to Chicago (12 Sec.-D.R.) Toledo to Chicago (16 Sec.) New York to Cleveland (Lounge-3 Comp.-2 D.R.) Sleeping Cars New York to Cheago (8 Sec.-D.R.-2 Comp.)—In No. 19 from cleveland New York to Cleveland (14 Single Bedroom) New York to Cleveland (6 Sec.-Buffet Lounge) New York to Cleveland (8 Sec.-Buffet Lounge) New York to Cleveland (10 Sec.-2 D.R.) New York to Cleveland (10 Sec.-2 D.R.) New York to Cleveland (14 Sec.-D.R.-2 Comp.) No. 11-So uthwestern Limited-Daily Via Big Four Route Pullman Cars only; no coach passengers carried Club Car New York to St. Louis Boston to Albany Observation Sleeping Car New York to St. Louis (Drawing Room and Single Room) ing Car New York to Albany Buffalo to Cleveland Cleveland to Chicago—In No. 19 New York to St. Louis (14 Sec.) New York to St. Louis (14 Sec.) New York to St. Louis (8 Sec.-D.R.-2 Comp.) —**Two** New York to Peorla (8 Sec.-D.R.-2 Comp.) Beston to St. Louis (8 Sec.-D.R.-2 Comp.) No. 23-Western Express-Dally No. 23-Western Express-Datay New York to Chicago via N.Y.C. (12 Sec.-D.R.) New York to Chicago via M.C. (12 Sec.-D.R.) New York to Clickago via M.C. (12 Sec.-D.R.) New York to Clickeland (12 Sec.-D.R.)—From No. 29 **Observation** Car Boston to Albany Doston Cars only; no coach passengers carried Dining Car serving all meals No. 13—New England Wolverine—Daily Jew York to Lockport (12 Sec.-D.R.) except Sunday-In Falls Road No. 35 Massena to Buffalo (12 Sec.-D.R.)—From St. L. Die. No. 80 Weekdays; No. 1080 Sundays—May be occupied un til 7.30 a.m. Via Michigan Central R.R. Club Car Boston to Chicago Parlor Cars New York to Albany Cleveland to Chicago—Broiler Buffet Boston to Chicago Observation Sleeping Car Boston to Chicago (Lounge 3 Comp.-2 D.R.) Sleeping Cars Boston to Chicago (12 Sec.-D.R.)—Three Boston to Chicago (10 Sec.-D.R.-2 Comp.) Boston to Detroit (12 Sec.-D.R.) Boston to Detroit (12 Sec.-D.R.) Dining Car New York to Albany Buffalo to Cleveland via N.Y.C. Buffalo to Michigan City via M.C. Coaches New York to Chicago via N.Y.C. Buffalo to Chicago via M.C. Pullman Cars only: no coach passengers carried Dining Car serving all meals

15

Sleeping Car New Yor

Coach

Club Car

Coaches

Club Car

Coaches

Coaches

Club Car

No. 25—Twentieth Century Limited—Daily Via New York Central R.R. Club Car New York to Chicago Observation Sleeping Car New York to Chicago (Drawing Room and Single Room) New York to Chicago (Drawing Room and Single Sleeping Cars New York to Chicago (13 Double Bedroom) New York to Chicago (7 D.R.) New York to Chicago (7 D.R.) New York to Chicago (12 Sec.-D. R.) New York to Chicago (14 Sec.) New York to Chicago (14 Sec.) New York to Chicago (14 Sec.) New York to Chicago (10 Sec.-D. R.) Boston to Chicago (10 Sec.-2 D.R.) Boston to Chicago (10 Sec.-2 D.R.) Boston to Chicago (8 Sec.-D.R.-2 Comp.) Observation Parior Car on Boston & Albany R. R. Pulliman Cars only: no coach passengers carried Dining Car serving all meals No. 27-Toronto Limited-Daily Club Car New York to Tor onto-In T. H.&B. No. 71 Club Car New York to Tor onto—In T. H.&B. No. 71 Sleeping Cars New York to Toronto (7 Comp.-2 D.R.) New York to Toronto (12 Sec.-D.R.) New York to Toronto (12 Sec.-D.R.) New York to Toronto (16 Sec.) New York to Toronto (16 Sec.) New York to Cleveland (16 Sec.) New York to Cleveland (12 Sec.-D.R.) Boston to Cleveland (12 Sec.-D.R.) Mew York to Leveland (12 Sec.-D.R.) New York to Leveland (12 Sec.-D.R.) New York to Lake Placid (10 Sec.-D.R.) New York to Cleveland Pulman Cars only: no coach passengers carried east of Erle Puilman Cars only; no coach passengers carried east of Erle Dining Car serving all meals No. 29-The Niagara-Daily Club Car New York to Buffalo Cuid Car New Fork to Bunato Siegoing Cars New York to Toronto (10 Sec.-D.R.-2 Comp.)—In T.H.&B.No. 75 New York to Cleveland (12 Sec.-D.R.)—In No. 23 from Bulfalo (12 Sec.-D.R.)— New York to Buffalo (12 Sec.-D.R.)— May be Two New York to Buffalo (8 Sec -D.R.-2 *occupied until* 7.30 a.m. Comp.) 7.30 a.m. New York to Chicago via Niagara Falls (10 Sec.-D.R.-2 Comp.)—In No. 246 from Niagara Falls; M.C. No. 39 from Buffalo New York to Rochester (12 Sec.-D.R.) — May be occu-pled until 8.00 a.m. Dining Cars West of Buffalo No. 31-Albany Express-Daily Sleeping Car New York to Plattsburg (12 Sec.-D.R.) Parlor Car New York to Albany No. 33-The Northerner-Daily Club Car New York to Utica Child Car New York to Octea Sleeping Cars New York to Ogdensburg via Carthage (10 Sec.-2 D.R.) —*In St. L. Div. No. 59 Weekdays; No. 1059 Sundays* New York to Massena via Carthage and Watertown (12 Sec.-D.R.)—*In St. L. Div. No. 69 Weekdays; No. 1059 Sundays* Coaches No. 37—Advance Twentieth Century Limited—Dally Via New York Central R. R. Club Car New York to Chicago Observation Sleeping Car New York to Chicago (Drawing Room and Single Room) Sleeping Cars Sleeping Cars New York to Chicago (13 Double Bedroom) New York to Chicago (14 Sec.)—Three New York to Chicago (10 Sec.-D.R.-Comp.) New York to Chicago (6 Comp.-3 D. R.)—Two Pullian Cars only; no coach passengers carried Dining Cars serving all meals No. 39-North Shore Limited-Daily Club Car Club Car New York to Chicago via M. C. Boston to Albany Observation Sleeping Car New York to Chicago (Lounge-3 Comp.-2 D.R.) New York to Chicago via M.C. (12 Sec.-D.R.)-Three New York to Chicago via Miagara Falls (10 Sec.-D.R.-New York to Chicago via Miagara Falls (10 Sec.-D.R.-2 Comp.)-In N.Y.C. No. 29 to Magara Falls: No. 246 to Buffalo³ No. 246 to Buffalo³ No. 246 to Sec.-D.R.-New York to St. Louis via and C. (10 Sec.-D.R.-2 Comp.) 2 Comp.) Boston to Chicago via M.C. (10 Sec.-D.R.-2 Comp.) Buffalo to Chicago via M.C. (12 Sec.-D.R.-2 Comp.) Buffalo to Chicago via M.C. (12 Sec.-D.R.-) Three Buffalo to St. Louis via Big Four (12 Sec.-D.R.-) Cieveland to St. Louis (10 Sec.-Obs.-)-Open 9.30 p.m. Parlor Cars New York to Buffalo-Two Boston to Buffalo Two Boston to Buffalo Dining Car serving all meals Coach Buffalo to St. Louis via Big Four Pullman Cars only from New York to Buffalo and Buffalo to Chicago

No. 41-The Cayuga-Dally Club Car New York to Buffalo Sleeping Cars New York to Chicago via N.Y.C. (12 Sec.-D.R.) New York to Chicago via M. C. (12 Sec.-D.R.) New York to Detroit via M.C. (12 Sec.-D. R.) May be New York to Diedolo Via M.C. (12 Sec. D. R.) have be occupied until 8.00 a.m. New York to Toledo via N.Y.C. (12 Sec.-D.R.) Boston to Chicago(12 Sec.-D.R.)—From No. 15 at Boston to Pittsburgh (12 Sec.-D.R.)—From No. 15 at Buffalo Albany to Pittsburgh (12 Sec.-D.R.)—*In P. & L.E.* No. 58 Dittsburgh (12 Sec.-D.R.)—*In P. & L.E.* No. 58 Toronto to Pittsburgh (12 Sec.-D.R.-Comp.)—From T.H. & B. No. 88; In P. & L.E. No. 58 Buffalo to Chicago via N.Y.C. (12 Sec.-D.R.) Buffalo to Pittsburgh (12 Sec.-D.R.)—In P. & L.E. No. 58 Dec. 10 Dec P.& L.E. No. 38 Buffalo to Pittsburgh (16 Sec.)—In P. & L.E. No. 38 Buffalo to Chicago via M.C. (12 Sec.-D.R.) Buffalo to Grand Rapids via M.C. (12 Sec.-Open 9.30 Buffalo to Detroit via M.C. (16 Sec.) Buffalo to Detroit via M.C. (16 Sec.) J Coaches New York to Buffalo Buffalo to Chicago via N.Y.C. Buffalo to Chicago via M.C. Buffalo to Pittsburgh—In P. & L. E. No. 38 Parlor Cars New York to Watertown via Rome except Sunday—In St. L. Dite. No. 45-3 New York to Albany (Sleeper as Parlor Car) New York to Albany (Sleeper as Parlor Car) Rome except New York to Albany (Sleeper as Parlor Car) Dining Cars No. 43—South Shore Express—Daily Sleeping Cars New York to Syracuse (12 Sec.-D.R.) | In No. 45 New York to Syracuse (16 Sec.) | to Albany Boston to Buffalo (12 Sec.-D.R.) Boston to Byracuse (12 Sec.-D.R.) Springfield to Syracuse (12 Sec.-D.R.) Cleveland to St. Louis (12 Sec.-D.R.) From No. 31 Four No. 31 Parlor Cars Albany to Clevela nd Utica to Montreal Sunday Only—Broiler Buffet—In Ad'k Dtr. No. 17 Buffalo to Toronto via T.H.&B. No. 79 Buffalo to Detroit via M.C.R.R. Buffalo to Chicago via N.Y.C. Buffalo to Pitts burgh—Broiler Buffet—In P.&L.E. No.30 Cleveland to Detroit—Two—In Detroit Branch No. 228 FOUT No. 31 Dining Car ning Car Albany to Buffalo Buffalo to Detroit via M.C.R.R Ashtabula to Toledo Cieveland to Indiana polis—In Big Four No. 31 Coaches No. 45 -F ort Orange-Daily Sleeping Cars -Open 9.45 p.m. New York to Utica (12 Sec.-D.R.) New York to Syracuse (16 Sec.) 1 In No. 45 New York to Syracuse (12 Sec.-D.R.) York to Syracuse (12 Sec.-D.R.) New York to Fort Edward via D.&H.R.R. except Saturday night (12 Sec.-D.R.) New York to Albany New York to Albany New York to Montreal Sunday Only--Broller Buffet - In Ad'k Dir No. 17--Coaches No. 47--The Detroiter-Daily Via Michigan Central R.R. Club Car New York to Detroit Observation Sleeping Car No. 45-Fort Orange-Daily Observation Sleeping Car New York to Detroit (Lounge-3 Comp.-2 D.R.) New York to Detroit (Lounge-3 Comp.-2 D.R.) Sleeping Cars New York to Detroit (13 Double Bedroom) New York to Detroit (16 Comp.-3 D.R.) New York to Detroit (14 Sec.)—Four New York to Detroit (12 Sec.-D.R.) New York to Detroit (12 Sec.-D.R.) New York to Detroit (12 Sec.-Buffet Lounge) Pullman Cars only; no coach passengers carried Dining Cars serving all meals No. 49—The Berkshire—Daily Chub Car Boston to Buffalo; Buffalo to Chicago via M. C. ub Car Boston to Bullato, Funno, Funn Coach Syracuse to Buffalo Pulman Cars ony; no coach passengers carried east of Syracuse. No. 51—Empire State Express—Daily No. 51-Empire State Express-Daily Parlor Cars New York to Buffalo- Observation New York to Minlo- Three New York to Montreal except Sunday-Broller Buffalo to Cleveland- In No. 83 Buffalo to Cleveland- In No. 83 Buffalo to Cronto via TH.4.B. No. 83 Buffalo to Detroit via M.C.R.R.-In M.C. No. 51 Sleeping Car Buffalo to St. Louis (12 Sec.-D.R.)-In No. 83 from Buffalo Buffalo Dining Car New York to Buffalo Buffalo to Toronto via T.H.&B No. 83 Buffalo to Clevelan d—In No. 83 Buffalo to Detroit (Cafe Car)—In M.C. No. 51 No. 57—Up State Special—Daily Parlor Car New York to Syracuse—Three Dining Car New York to Syracuse—Coaches Coaches

17

PARLOR, SLEEPING AND DINING CAR SERV No. 59-The Iroquois-Daily No. 59—The Iroquois—Daily Club Car New York to Buffalo Buffalo to Chicago via M. C. Sleeping Cars—Open 2.45 p.m New York to St. Louis (10 Sec.-2 D.R.)—In. Buffalo, Big Four No. 3 from Cleveland New York to Chicago via M.Y.C. (S Sec.-D. —In No. 151 from Buffalo New York to Chicago via M.C. (12 Sec.-D.R.) New York to Detroit (12 Sec.-D.R.)) New York to Buffalo (14 Single Bedroom) New York to Buffalo (6 Comp.-3 D.R.) New York to Buffalo (12 Sec.-D.R.) – Four New York to Rolfalo (12 Sec.-D.R.). New York to Rochester (12 Sec.-D.R.). be occupied until 8. a.m. Lake Placeld to Buffalo Sundays only (12 S From Addrondack Dit. No. 4 Montreal to Buffalo (10 Sec.-D.R.-2 Co Ad'k Dits. No. 4 Observation Car Cleveland to St. Louis—In Big Four No. 3 Pullman Cars only; no coach passengers carrie Dining Car Syracuse to Buffalo West of Buffalo No. 61—Albany and Troy Express— Parlor Cars New York to Utica—In No. 7 from Alban New York to Troy via Albany—Except St Coaches No. 63-The Genesee-Daily Sleeping Cars—Open 9.45 p.m. New York to Buffalo Saturday only (12 S New York to Buffalo Saturniay only (12 See New York to Toronto except Saturday (1: —In T.H.& B. No. 77—First Trip Jan. New York to Syracuse (12 Sec.-D.R.)—The beoccupied until 7.30 a.m. New York to Utica (12 Sec.-D.R.)—May until 7.30 a.m. New York to Watertown via Rome (12 S In St. L. Dte. No. 47-7 weekdays. No. 47-New York to Oswego (12 Sec.-D.R.)—In No. 357 New York to Oswego (12 Sec.-D.R.)-No. 37 New York to Rochester (12 Sec.-D.R.)-Road No. 3 New York to Ogdensburg Saturday on D.R.)-In St. L. Dir. No. 1001 Boston to Buffalo (12 Sec.-D.R.)-Two-From E-bing Cor Dining Car Syracuse to Buffalo Coaches No. 65-Montreal Limited-Da Via Delaware & Hudson-Canadian Club Car New York to Montreal New York to Montreal Sleeping Cars New York to Montreal (6 Comp.-3 D.R.) New York to Montreal (12 Sec.-D.R.) — F New York to Quebec (10 Sec.-D.R.-2 Con New York to Ottawa (10 Sec.-D.R.-2 Con Puliman Cars only; no coach passengers carrie Duman Cars only; no coach passengers carrie Montreal to Quebec—Dining Car Montreal to Quebec—Dining Car Montreal to Ottawa—Buffet Parlor Car No. 67—The Commodore Vanderbill Via New York Central R. R. Club Car New York to Chicago Observation Sleeping Car New York to Chicago (Lounge-3 Comp.-2 New York to Chicago (Lounge-3 Comp.-2 Sleeping Cars New York to Chicago (12 Sec.-D. R.) New York to Chicago (10 Sec.-2 D. R.) New York to Chicago (8 Sec.-D. R.-2 Comp New York to Toledo (8 Sec.-D. R.-2 Comp Pullman Cars only; no coach passengers carrie Dining Car serving all meals No. 71-The Mount Royal-Dail Via Rudland Route Club Car New York to Montreal Sheenlar Cars New York to Montreal (10 Sec.-2 D.R.) New York to Montreal (10 Sec.-2 D.R.) New York to Alburgh (12 Sec.-D.R.)-I Rutland Coach New York to Montreal Dining Service Rouses Point to Montreal—Bu No. 81-Buffalo-Pittsburgh-Detroit Sp Parlor Cars Buffalo to Pittsburgh—In P.&L.E. No. 1 Buffalo to Detroit—Broller Buffet—In No. 310 Coaches Buffalo to Pittsburgh Buffalo to Detroit—In Detroit Branch No. Buffalo to Pittsburgh Buffalo to Pittsburgh No. 83-Empire Express-Dail Sleeping Cars Buffalo to St. Louis (12 Sec.-D.R.) Cleveland to St. Louis (12 Sec.-D.R.) Parlor Cars Buffalo to Cleveland—Two Buffalo to Pittsburgh—In P.&L.E. No. Coaches Buffalo to Cleveland Buffalo to Pittsburgh—In P.&L.E. No. 34. Dining Car Buffalo to Youngstown

The Water Level Route

16

You Can Sleep

| ICE_Nor | th and West-Bound |
|---|---|
| ICE-NOI | No. 85-Detroit Express-Daily |
| State and | In Detroit Branch No. 306 Parlor Cars |
| 82.2652-8 | Pittsburgh to Detroit—Observation Pittsburgh to Detroit |
| No. 151 from | Dining Car Pittsburgh to Detroit |
| .R2 Comp.) | Coach Pittsburgh to Detroit |
| In No. 15 om Buffalo | No. 87—Lake Cities Special—Daily |
| on Dagato | Sleening Cars |
| r | Pittsburgh to Toledo (12 SecD.R.)—May be occupied until 8.00 a.m. E.T. Pittsburgh to Detroit (12 SecD.R.)—Two—In Detroit |
| Three—May | Pittsburgh to Detroit (12 SecD.R.)—Two—In Detroit Branch No. S04 Youngstown to Detroit (12 SecD.R.)—In Detroit Branch No. S04—Open 9.50 p.m. |
| SecD.R.)- | Coach |
| omp.)—From | Pittsburgh to Detroit |
| | No. 89—The Forest City—Daily |
| bd | Sleeping Cars—Open 9.30 p.m. Cleveland to Chicago (14 Single Bedroom) Cleveland to Chicago (12 SecD.R.)—Six |
| | Cleveland to Chicago (12 SecD.R.)—Six Cleveland to Chicago (12 SecD.R.)—Six Cleveland to Chicago (16 Sec.) Cleveland to Chicago (8 SecBuffet Lounge) Cleveland to Chicago (10 SecD.R2 Comp.) |
| -Daily | Cleveland to Chicago (10 SecD.R2 Comp.) Cleve and to Chicago (12 SecD.R.)—From No. 627 at |
| y indays | Toledo Pullman cars only; no coach passengers carried |
| - Cold and | No. 143-The Laurentian-Green Mountain Flyer-Daily |
| ecD.R.) | Club Car |
| ecD.R.) 12 SecD.R.) . 5 Three. May | New York to Montreal via D.&H.R.R. Parlor Cars New York to Montreal via D.&H.R.R.—Two |
| y be occupied | New York to Montreal via D.&n.R.R. — 1 wo New York to Montreal via Rutland R. R. Dining Car New York to Saratoga Springs Whitehall to Montreal Rutland to Alburgh |
| | New York to Saratoga Springs Whitehall to Montreal |
| SecD.R.)— -707 Sundays n St. L. Div. | |
| -In Auburn | New York to Montreal via D.&H.R.R. New York to Montreal via Rutland R.R. |
| ly (12 Sec | an and Antonia Presson Dalla |
| B.&A. No. 37 | No. 191-Interstate Express-Daily Sleeping Cars New York to St. Louis (10 Sec2 D.R.)—In No. 59 to Buffalo; Big Four No. 3 from Cleveland New York to Chicago (8 SecD.R2 Comp.)—From No. 59 at Buffalo Peston to Chicago (12 SecD.R.)) From No. 49 |
| | Buffalo; Big Four No. 3 from Cleveland New York to Chicago (8 SecD.R2 Comp.)—From |
| lly | No. 59 al Buffalo Boston to Chicago (12 SecD.R.) From No. 49 Boston to Cleveland (12 SecD.R.) al Buffalo |
| acifio | Parlor Car |
| | Buffalo to Chicago—Two Cleveland to St. Louis—Observation—In Big Four No. 3 |
| lve ap.) | Dining Car Buffalo to Chicago Coach |
| np.) ed | Buffalo to Chicago |
| and the second | No. 167-Albany-Daily Except Sunday |
| -Daily | Parlor Car New York to Albany—Fridays only |
| | Coaches |
| D. R.) | No. 251—Cleveland-Detroit Express—Daily In Detroit Branch No. 312 |
| | Club Car Cleveland to Detroit |
| np) | Parlor Car Cleveland to Detroit—Two |
| p.) led. | Dining Car Cleveland to Detroit |
| ily | Coaches |
| | No. 289—Cleveland-Detroit Special—Daily In Detroit Branch No. 222 |
| comp.) | Sleeping Cars—Open 9.30 p.m. Cleveland to Detroit (16 Sec.) Cleveland to Detroit (12 Sec.) B.) May be occupied |
| n No. 87 from | Cleveland to Detroit (12 SecD.R.) May be occupied —Three May De occupied until 8.00 a.m. |
| - A and | Coaches |
| affet Club Car ecial—Daily | No. 335—Intercity Express—Daily Except Sunday Parlor Car |
| 10 | Syracuse to Buffalo—Broiler Buffet Coaches |
| Detroit Branch | No. 337—The Lake Erie—Daily |
| | Parlor Car Albany to Buffalo—Broiler Buffet Coaches |
| . 310 | |
| ly | No. 609—The Prairie State—Daily Parlor Car |
| In Big Four No. 27 | Cleveland to Chicago—Two Dining Car |
| 110. 01 | Cleveland to Elkhart Coaches |
| 84 | No. 627—Accommodation—Dafly |
| 34. | Sleeping Car Cleveland to Chicago (12 SecD.R.)-In 89 from |
| A COLUMN TO A C | Toledo |

Coaches

PARLOR, SLEEPING AND DINING CAR SERVICE-East and South-Bound No. 16-Ohio State Limited-Daily No. 30-The Iroquois-Daily-(Cont.) No. 2-Day Coach De Luxe-Daily No. 30-The iroquois-Daily-(Cont.) Buffalo to New York (8 Sec.-D.R.-2 Comp.) Buffalo to New York (2 Sec.-D.R.)-Four Rochester to New York (12 Sec.-D.R.)-Four Rochester to Boston (12 Sec.-D.R.)-In B.& Onen Observation Coach Buffalo to New York Coaches Buffalo to New York Dining Car Buffalo to New York Via Big Four Route Club Car Cincinnati to Cleveland Cleveland to New York Albany to Boston A. No. 46 Rochester to Boston (12 Sec.-D.K.)—In B.e (Open D.B.)—May be occupied until 8.00 a.m. Syracuse to New York (12 Sec.-D. R.)—In Train at Buffalo Parlor Car Buffalo to Rochester—(Sleeper as Parlor Car) Sleeping Cars Cincinnati to New York (12 Sec.-D.R.)—Two Cincinnati to New York (8 Sec.-D. R.-2 Comp.) Cincinnati to Boston (12 Sec.-D.R.) [In B.&A Cincinnati to Boston (12 Sec.-D.R.) [No. 28 No. 4-New York Limited-Daily Cleveland to New York) In B.&A chicago to New York (12 Sec.-D.R.)—In 150 from Chicago Chicago to New York (12 Sec.-D.R.)—From No. 44 at Observation Car Cincinnati to Cleveland Observation Car Cincinnati to Cleveland Cleveland to New York; Albany to Boston Pullman Cars only; no coach passengers carried Pullman Cars only; no coach passengers carried Dining Car Toronto to Buffalo Buffalo Cleveland to New York (14 Single Bedroom) Cleveland to New York (8 Sec.-Buffet Lounge) Cleveland to New York (14 Sec.-D.R.) Cleveland to New York (14 Sec.).-Two Cleveland to New York (14 Sec.).-Two Dining Cars only, no coach passing Dining Cars Cincinnati to Cleveland Albany to New York Albany to Springfield No. 32-Mail-Monday Only Sleeping Car—Open 9.30 p.m. (C.T.) Chicago. to Toledo (12 Sec.-D.R.)—In No. 52 from Elikhart No. 18-Hudson River Express-Daily No. 36-The Genesee-Daily Pullman Cars only; no coach passengers carried Via Big Pour Route No. 30-110 Genesce - Dany Beeping Cars-May be occupied until 7.20 a.m. Buffalo to New York (12 Sec.-D.R.) Buffalo to Montreal (10 Sec.-D.R.-2 Comp.)-In Ad'k Dit. No. 6 Dining Car serving all meals Sleeping Cars St. Louis to Buffalo (12 Sec.-D.R.)—May be occupied St. Louis to Buffalo (12 Sec.-D.R.) — May de occupiea until 7.30 a.m. St. Louis to New York (12 Sec.-D.R.) Cincinnati to New York (12 Sec.-D.R.) Cincinnati to Buffalo (12 Sec.-D.R.) + May be occupied Cincinnati to Buffalo (16 Sec.-) + May be occupied Cincinnati to Buffalo (16 Sec.-D.R.) — In No. 614 to Toledo; No. 64 to Cleveland; No. 58 from Buffalo Chicago to Buffalo (16 Sec.-D.R.-2 Comp.) — From No. No. X4-Fast Mail-Daily Via New York Central Div. No. 6 Lockport to New York (12 Sec.-D.R.) Except Sat.-From Falls Road No. 70 Rochester to New York (12 Sec.-D.R.)-In Auburn Club Car Cleveland to New York Chib Car Cleveland to New York Sleeping Cars Chicago to New York (12 Sec.-D.R.) Cleveland to New York (12 Sec.-D.R.) Cleveland to Boston (12 Sec.-D.R.)—In B.&A. No. 8 Parlor Car Chicago to Cleveland—Broller Buffet Dining Car Chicago to Cleveland—Broller Buffet Coach Chicago to Cleveland No coach Chicago to Cleveland Road N Oswego to New York (12 Sec.-D.R.)-From St.L. Div. Syracuse to New York (12 Sec.-D.R.)-Two. Open 10.00 p.m. 64 at Cleveland Toledo to Buffalo (12 Sec.-D.R.)-From No. 64 at Utica to New York (12 Sec.-D.R.) Utica to New York ex. Sun. (12 Sec.-D.R.) Open 10 p.m. From St. L. Div. No. 80 via Carthage Weekdays; No. 1080 Parlor Cars Buffalo to New York Parior Cars Burnato to New York Syracuse to New York Troy to New York Coach St. Louis to New York; Cincinnati to Cleveland Troy to New York Dining Car serving all meals No. 6—Fifth Ave. Special—Daily Via New York Central R.R. Club Car Chicago to New York Sundaus Sundays Watertown to New York (12 Sec.-D.R.) Massena to New York (12 Sec.-D.R.) Ogdensburg to New York (10 Sec.-2 D.R.) Parlor Car Buffalo to Synacuse—Broller Buffet Dlub Car Chicago to New York Sleeping Cars Chicago to New York (8 Sec.-D.R.-2 Comp.)—Two Chicago to New York (10 Sec.-2 D.R.) Chicago to New York (8 Sec.-D.R.) Toledo New York (8 Sec.-D.R.) Cleveland to New York (12 Sec.-D.R.) Cleveland to New York (12 Sec.-D.R.) Toledo to New York (12 Sec.-D.R.) Toledo to New York (12 Sec.-D.R.) Buffalo to Massena via Utica, Carthage and Water-town (12 Sec.-D.R.)—In St. L. Dit. No. 59 Week-days; No. 1059 Sundays—Open 3:0 p.m. Buffalo to New York (12 Sec.-D.R.) Parlor Car Chicago to Cleveland; Chicago to Buffalo Pullman Cars only; no coach passengers carried Dining Car serving all meals No. 20-The Cayuga-Daily Dining Car Malone to Montreal—Cafe Coach—In Ad'k Div. No. 5 Parlor Car Buffalo to New York Syracuse to New York Dining Car Buffalo to New York Coaches Coaches No. 38-Advance 20th Century Limited-Daily No. 38—Advance 20th Centruly Limited—Daily Via New York Central R. R. Chub Car Chicago to New York Observation Sleeping Car Chicago to New York (Drawing Room and Single Room) Sleeping Cars Chicago to New York (14 Sec.)—Three Chicago to New York (14 Sec.)—Three Chicago to New York (16 Sec.-D.R. Comp.) Chicago to New York (16 Sec.-D.R. Comp.) Chicago to New York (6 Comp.-3 D.R.)—Two Pullman Cars only; no coach passengers carried Dining Car serving all meals No. 22—Lake Shore Limited—Daily Via New York Central R.R. Club Car Chicago to New York; Albany to Boston Observation Sleeping Car Observation Sleeping Car Chicago to New York (Lounge-3 Comp.-2 D.R.) Chicago to New York (Lounge-3 Comp.-2 D.R.) Sleeping Cars Chicago to New York (8 Sec.-D.R.-2 Comp.)—Two Chicago to New York (18 Sec.-D.R.) Chicago to Boston via B.&A.R.R. (12 Sec.-D.R.) Chicago to Boston via Troy (12 Sec.-D.R.)—B.&M. No. 68 No. 8-The Wolverine-Daily No. 40—North Shore Limited—Daily Club Car Chicago to New York vla M. C. Albany to Boston Club Car Chicago to New York; Albany to Boston Observation Sleeping Car Chicago to New York (Lounge-3 Comp.-2 D. R.) Detroit to Boston (Lounge-3 Comp.-2 D. R.) No. 68 Chicago to Buffalo (12 Sec. D.R.)—May be occupied uniti 7.30 a.m. Chicago to Syraeuse (12 Sec.-D.R.) Parlor Cars Buffalo to Boston—In B. & A. No. 22 Rochester to New York—(Sleeper as Parlor Car) Albany to New York Pullman Cars only: no coach passengers carried Dining Car serving all meals Observation Sle Chicago to New York (Lounge-3 Comp.-2 D.R.) Chicago to New York via M. C. (12 Sec.-D. R.)-Two Chicago to New York via Welland and Niagara Falls (10 Sec.-D.R.-2 Comp.) In N. Y.C. No. 44 from Buffalo Chicago to Buffalo via M.C. (12 Sec.-D.R.)-Three Chicago to Buffalo via M.C. (10 Sec.-D.R.-Omp.) St. Louis to New York via Big Four (10 Sec.-D.R.teping Cars Chicago to New York (8 Sec.-D.R.-2 Comp.) Chicago to New York (14 Sec.) Chicago to New York (6 Comp.-3 D.R.) Chicago to Boston (10 Sec.-D.R.-2 Comp.) Chicago to Boston (12 Sec.-D. R.) Detroit to Boston (12 Sec.-D. R.) No. 24-The Knickerbocker-Daily Club Car St. Louis to New York; Albany to Boston Detroit to Boston (12 Sec.-D.R.) Detroit to New York (12 Sec.-D.R.) Buffalo to New York (12 Sec.-D.R.) Pittsburgh to Boston (12 Sec.-D.R.)—From No. 84 Club Car St. Louis to New York; Albany to Boston Sleeping Cars St. Louis to New York via Big Four (8 Sec.-D.R.-2 Comp.) St.' Louis to New York via Big Four (10 Sec.-2 D.R.) Cluclinnati to New York (12 Sec.-D.R.) Oleveland to New York (12 Sec.-D.R.) Oleveland to Toronto (12 Sec.-D.R.) No. 71--Open 3.30 p.m. St. Louis to Boston via Big Four (8 Sec.-D.R.-2 Comp.) St. Louis to Boston via Big Four (12 Sec.-D.R.) Louis to Cleveland via Big Four (10 Sec.-Obs.) Louis to Buffalo via Big Four (12 Sec.-D. R.) St. Louis to Bunato via Big Four (12 Sec.-D. R.) Parlor Cars Buffalo to New York—Two Watertown to New York via Rome except Sunday— From St. L. Div. No. 10-44 Coach St Louis to Buffalo via Big Four at Ruffalo Parlor Car Chicago to Buffalo Dining Cars serving all meals No. 10-Easterner-Daily Club Car Chicago to Boston via M.C. Pullman Cars only from Chicago to Buffalo and Buffalo to New York Child Car's boston via N.Y.C. (12 Sec.-D.R.) Chicago to Boston via N.Y.C. (12 Sec.-D.R.) Chicago to Boston via N.Y.C. (12 Sec.-D.R.) Chicago to Boston via N.Y.C. (12 Sec.-D.R.) *68 to Cleveland; No. 24 to Buffalo* Chicago to New York via N.Y.C. (12 Chicago to New York via N.Y.C. (12) Dining Cars serving all meals D.R.-2 Comp.) Cincinnati to Boston via Big Four (12 Sec.-D. R.) Dining Cars serving all meals No. 42-Boston Express—Daily Club Car Buffalo to Albany Sleeping Cars—In B. & A. No. 42. Buffalo to Boston (12 Sec.-D.R.)—Two Rochester to Boston (12 Sec.-D.R.) Syracuse to Boston (12 Sec.-D.R.) Syracuse to Springfield (12 Sec.-D.R.) Syracuse to Springfield (12 Sec.-D.R.) Parlor Car Buffalo to ADany—Broller Buffet Dining Car Buffalo to Syracuse—Coaches In No D. R.) Chicago to Boston (12 Sec.-D.R)—From No. 68 at Cleveland Buffalo Sec.-D.R.) Chicago to New York via M.C. (12 Sec.- In No. 142 from Buffalo Parlor Car Cincinnati to Cleveland D.R.) St. Louis to Boston (8 Sec.-D.R.-2 Comp.) From No. 34 Cncinnati to Boston (12 Sec.-D.R.) At Buffalo Eleveland to Albany (12 Sec.-D.R.) Pittoburgho Albany (12 Sec.-D.R.) No. 84 Buffalo Albany (12 Sec.-D.R.) No. 84 Buffalo Albany (16 Sec.) - Open 9.30 p.m. Public, On Detroit to Cle veland - From Detroit Branch No.223 Observation Cars St. Louis to Cleveland Buffalo to New York—In No. 68 Pullman Cars only; no coach passengers carried No. 44—The Niagara—Daily Club Car Chicago to New York via M.C.R.R Dining Car serving all meals Chub Car Chicago to New York Via M.C.R.R. Sleeping Cars Chicago to New York via Niazara Falls (10 Sec.-D.R. -2 Comp.) --In M.C. (40 via Weiland to Niagara Falls Cincinnati to New York (12 Sec.-D.R.) --From Big Four No. 143; th No. 4, from Bufglao Chicago to New York via M.C.R.R. (10 Sec.-2 D.R.) Grand Rapids to New York (12 Sec.-D.R.) Bay City to New York (12 Sec.-D.R.) Detroit to New York (12 Sec.-D.R.) Detroit to Boston (12 Sec.-D.R.-Comp.)--In No. 48 from Bufglao Niagara Falls to New York (12 Sec.-D.R.) Buffalo to New York (12 Sec.-D.R.) No. 26-Twentleth Century Limited-Daily Via New York Central R.R. Club Car Chicago to New York Observation Sleeping Car Chicago to New York (Drawing Room and Single Room) Sleeping Car Dining Car serving all meals Chicago to New York via N.Y.C. } In No. 138 Chicago to New York via M.C. } from Buffalo No. 12-Southwestern Limited-Daily Sleeping Cars Chicago to New York (13 Double Bedroom) No. 12—Sour Nestern Limited—Daily Club Car St. Louis to New York; Albany to Boston Cleveland to New York—In No. 54 from Buffalo Observation Steeping Car St. Louis to New York (Drawing Room and Single Room) Chicago to New York (13 Double Bedroom) Chicago to New York (6 Comp. 3 D.R.)—Two Chicago to New York (6 Comp. 3 D.R.)—Two Chicago to New York (12 Sec.-D.R.) Chicago to New York (14 Sec.-)—Three Chicago to Boston (10 Sec.-2 D.R.) Chicago to Boston (8 Sec.-D.R.-2 Comp.) Observation Parlor Car on Boston & Albany R. R. Pullman Cars only: no coach passengers carried Dining Car serving all meals St. Louis to New York (14 Sec.) St. Louis to New York (14 Sec.) St. Louis to New York (8 Sec.-D.R.-2 Comp.) — Two St. Louis to Boston (8 Sec.-D.R.-2 Comp.) [In B.&A. Cleveland to Boston (12 Sec.-D.R.)] No. 28 Cleveland to New York (10 Sec.-D.R.)] No. 54 Cleveland to New York (10 Sec.-D.R.)] No. 54 Buffalo to New York (14 Single Bedroom) Buffalo to New York (6 Comp.-3 D.R.) Buffalo to New York (12 Sec.-D.R.)—Two Rochester to New York (12 Sec.-D.R.)-In Train at Buffalo rlor Car Pittsburgh to Buffalo-Broiler Buffet-From P.&L.E. No. 43 Parlor No. 30-The Iroquois-Daily Cleveland to New York (8 Sec.-D.R.-2 from Buffalo Club Car Toronto to New York Dining Car Chicago to Buffalo via M.C.R.R. Comp.)—Two Parlor Car St. Louis to Cleveland; Albany to Boston Observation Parlor Car on Boston & Albany R. R. Sleeping Cars Toronto to New York (16 Sec.) Toronto to New York ex. Sat. (16 Sec.) Toronto to New York (7 Comp.-2 D.R.) B. No. 80 chicago to New York via M.C.R.R. Cleveland to Buffalo Buffalo to New York Pullman Cars only: no coach passengers carried Dining Car serving all meals

No. 62—Montreal Limited—Dail; Via Canadian Pactica—Delaware & Hui Club Car Montreal to New York Sleeping Cars—D.& H. No. 10 Montreal to New York (6 Comp.3 D.R.) Montreal to New York (2 Sec.-D.R.)—Fiv Ottawa to New York (10 Sec.-D.R.-2 Comp Quebec to New York (10 Sec.-D.R.-2 Comp D.& H. No. 8 Plattsburg to New York (12 Sec.-D.R.) Fort Edward to New York except Saturda D.R.) No. 46-The Berkshire-Daily Club Car Albany to Boston eeping Cars Chicago to Boston (12 Sec.-D.R.)—From No. 150 at Buffalo Toronto to Boston (10 Sec.-D.R.-2 Comp.)—From T.H. & R. No. 80 AB.No. 80 Detroit to Boston (12 Sec.-D.R.-Comp.)—From M.C. No. 44 Buffalo to Boston (12 Sec.-D.R.)—Two—Open 9.30 p.m. Pullman Cars only; no coach passengers carried Dining Car serving all meals D.R.) D.R.) Pullman Cars only; no coach passengers carrie Dining Service: Quebec to Montreal—Dining Car Ottawa to Montreal—Buffet Parlor Car No. 48-The Detroiter-Daily Via Michigan Central R.R. Club Car Detroit to New York Observation Sleeping Car Detroit to New York (Lounge-3 Comp.-2 D.R.) No. 64-Chicago and Buffalo Special-Detroit to New York (L2 Jounge-3 Comp.-2 D. Detroit to New York (13 Double Bedroom) Detroit to New York (6 Comp.-3 D.R.) Detroit to New York (14 Sec.-D-R.) Detroit to New York (12 Sec.-D.R.) Sleeping Cars Chicago to Buffalo (10 Sec.-D.R.-2 Comp from Cleveland—May be occupied until Chicago to New York (12 Sec.-D.R.) to Toledo; No. 18 to Buffalo; No. 58 to Toledo to Buffalo (12 Sec.-D.R.)—Open 9 No. 18 from Cleveland—May be occupi Two to New York (12 Sec. D.R.)— Toronto to New York (10 Sec.-D.R.-2) Buffalo to Albany (12 Sec.-D. R.)—Open 9.30 p.m.— May be occupied until 8.00 a. m. Ilman Cars only; no coach passengers carried ning Cars serving all meals a.m. Parlor Car Chicago to Toledo Dining Car Chicago to Toledo Coaches Chicago to Buffalo-In No. 18 from Clevelo Dullm No. 68—The Commodore Vanderbilt-Via New Yor. Central R. R. Club Car Chicago to New York Observation Sieeping Car Chicago to New York (Lounge-3 Comp.-2 Dining Cars serving all meals No. 50-Empire State Express-Daily Except Sunday No. 30-Empire State Express Daty Except Statical Barlor Cars Buffalo to New York-Observation Buffalo to New York-Three Cleveland to Buffalo-In N. 6.0 Toronto to Buffalo-In N. H. &B. No. 72 Montreal to New York-Broller Buffet-From Ad'k Dining Car Buffalo to New York Chicago to New York (12 Sec.-D.R.) Chicago to New York (10 Sec.-2 D. R.) Chicago to New York (10 Sec.-2 D. R.) Chicago to New York (3 Sec.-D.R.) Chicago to New York (12 Sec.-D.R.) Chicago to New York (12 Sec.-D.R.) Chicago to New York (12 Sec.-D.R.) Chicago to Aduburn Excerb Sunday (10 Sec.-2 D.R) Chicago to Boston (12 Sec.-D.R.) (10 Chicago to Boston (12 Sec.-D.R.) *Ceedand: No. 10 from Buffalo* St. Louis to New York (S Sec.-D.R.-2 No. 52-Chicago-Buffalo Express-Daily Sleeping Car—Open 9.30 p.m. (C.T.) Chicago to Toledo (12 Sec.-D.R.)—In No. 32 Mondays Comp.) St. Louis to New York (1) Sec.-2 D.R. Detroit to Buffalo-Broiler Buffet-From Detroit in No. 301 Cincinnat to New York (12 Sec.-D.R.) Cleveland to New York (12 Sec.-D.R.) Parlor Car Chicago to Cleveland Utica to New York Detroit to Cleveland except Sunday-From Detroit in No. 301 Dining Car Cleveland to Ashtabula Coaches Pullman Cars only; no coach passengers carrie Dining Car serving all meals No. 54—Buffalonian—Daily Club Car Buffalo to New York No. 70—Troy Special—Daily Parlor Car Troy to New York, except Sunday— Albany to New York Sunday only-No. 72—Pittsburgh-Huffalo Express– Sleeping Cars—From P. ALE. No. 7 Pittsburgh to Buffalo (12 Sec.-D.R.) } May Pittsburgh to Buffalo (16 Sec.) } un Pittsburgh to Buffalo (16 Sec.) And Sileeping Cars Cleveland to New York (10 Sec.-2 D.R.) Cleveland to New York (8 Sec.-D.R.-2 Comp.) -Two -Two Nagara Falls to New York (12 Sec.-D. R.) Buffalo New York (2 Sec.-D. R.) Montreal to New York (2 Sec.-D. R.) Lake Placid to New York (12 Sec.-D. R.) Lake Placid to New York (10 Sec.-D. R.-2 No. 4 No. 75 Comp.) No. 4 Lake Placid to Boston Sundays only—Last trip March 22 (12 Sec.-D.R.)—From Ad'& Div. No. 4; in B.&A. No. 96 Coaches No. 72-Mount Royal-Daily Via Rulland Route Club Car Montreal to New York NO. 26 Dining Car Albany to New York Parlor Car Albany to New York Coach Buffalo to New York No. 56-The Dewnt Children Sleeping Car-Open 9.30 p.m. (C.T.) Chicago to New York via N.Y.C. (12 Sec.-D.R.)-In No. 78 from Albany Chicago to Buffallo via M.C. (12 Sec.-D.R.) Chicago to Buffallo via M.C. (12 Sec.-D.R.) Chicago to Toledo (16 Sec.) Chicago to Toledo (12 Sec.-D.R.) May be occupied until 8.00 a.m. (E.T.) No. 56-The DeWitt Clinton-Daily Coach Montreal to New York Dining Service—Troy to New York—Buffet (Janing Service - Hoy to view Forange-Duily No. 78 - Fort Orange-Duily Sleeping Cars-May be occupied until 7.20 a.m Chicago to New York via N.Y.C. (12 Se No. 56 to Albany Syracuse to New York - From No. 4.24 at A Albany to New York (12 Sec.-D.R.)-Oper Chicago to Cleveland (12 Sec.-D.R.) Contago to Clevenand (12 Sec.-D.K.) Parlor Cars Toledo to New York Detroit to New York via M. C. R. R Montreal to New York via Utica Sunday only— Broiler Buffet—From Ad'k Dit. No. 22 Coaches No. 80-The Maumee-Daily No. 80—The Maumee—Daily Sleeping Cars Chicago to Cleveland (12 Sec.-D.R.)—In Toledo—May be occupied until 7.30 a.m. Chicago to Pittsburgh (18 Sec.-Buffet Loum Chicago to Pittsburgh (18 Sec.-D. R.)—In No. 2 from Toledo Dining Car Cleveland to Pittsburgh Dining Car Toledo to Cleveland Erie to Albany Detroit to Buffalo aches Chicago to New York—Via N.Y.C. Toledo to Buffalo Chicago to Buffalo via M.C.R.R. Buffalo to New York Coaches Chicago to Pittsburgh Chicago to Cleveland—In No 288 from To No. 82-Pittsburgh and Buffalo Limited No. 58-The Seneca-Daily Sleening Cars Parlor Car rlor Car Pittsburgh to Buffalo From P.&L.E.No. 5 ceping Cars Chicago to New York via N.Y.C. (12 Sec.-D R.)—In No. 614 to Toledo; 64 to Cleveland; No. 18 to Buffalo Chicago to New York (12 Sec.-D.R.) | From M.C. Detroit to New York (12 Sec.-D.R.) | No. 58 Pittsburgh to Buffalo Pittsburgh to Buffalo Dining Car Youngstown to Buffalo No. 84—Empire Eroress—Daily Sleeping Cars—From P. &L.E. No. 33 Pittsburgh to Boston (12 Sec.-D.R.)—Fro Parlor Cars Parlor Cars Buffalo to New York Syracuse to New York Dining Car Buffalo to Albany No. 8 Pittsburgh to Albany (12 Sec.-D.R.)—From Parlor Car Pittsburgh to Buffalo Dining Car Pittsburgh to Erle Coach Pittsburgh to Buffalo No. 60-Cleveland and Buffalo Special-Daily Sleeping Car Chicago to Buffalo (12 Sec.-D.R.)-From No. 90 at No. 86-Pittsburgh Express-Dai Cincinnati to Cleveland (12 Sec.-D.R.)-Big Four From Detroit Fanch No. 305 Parlor Car Detroit to Pittsburgh—Observatio Detroit to Pittsburgh Dining Car Detroit to Pittsburgh Coach Detroit to Pittsburgh No. 42 Parlor Car Cleveland to Buffalo Dining Car Cleveland to Erie Coaches

21

PARLOR. SLEEPING AND DINING CAR SERV

The Water Level Route

20

19

Club Car

Sleeping Cars

Sleeping Cars

Coaches

Ruffalo

You Can Sleep

| ICE-Eas | st and South-Bound |
|---|---|
| ly I | No. 88-Pittsburgh Special-Daily |
| idson | From Detroit Branch No. 307 |
| | Sleeping Cars Detroit to Pittsburgh (12 SecD.R.)—Two—Open 10 p.m. |
| ve | Detroit to Youngstown (12 Sec -D.R.) - May be oc- |
| p.) p.) | cupied until 8.00 a.m. Toledo to Pittsburgh (12 SecD.R.)-Open 9.30 p.m.(E.T.) |
| | Coach Detroit to Pittsburgh |
| ay (12 Sec | No. 90—The Forest City—Daily |
| d | Sleeping Cars—Open 9.30 p.m. (C.T.) Chicago to Buffalo (12 SecD.R.)—In No. 60 from |
| | |
| 1 11 1 10 10 | Chicago to Ceveland (12 SecD.R.)—Five |
| -Daily | Chicago to Cleveland (16 Sec.) Chicago to Cleveland (8 SecBuffet Lounge) |
|)—In No. 18 | Chicago to Cleveland (14 Single Bedroom) Chicago to Ceveland (12 SecD.R.)—Five Chicago to Cleveland (16 Sec.) Chicago to Cleveland (8 SecBuffet Lounge) Chicago to Cleveland (10 SecD.R2 Comp.) Pullman Cars only; no coach passengers carried |
| 7.30 a.m. In No. 614 | No. 96—New York Special—Sunday Only |
|)—In No. 18 7.30 a.m. In No. 614 New York .30 p.m.—In d artil 2 20 | |
| ed until 7.30 | Buffalo to New York—Observation Buffalo to New York—Three Toronto to Buffalo—In T. H. &B. No. 72 Cleveland to Buffalo—In No. 60 Utica to New York Dining Car Buffalo to New York Coaches |
| | Toronto to Buffalo—In T. H. &B. No. 72 Cleveland to Buffalo—In No. 60 |
| | Utica to New York |
| und | Coaches |
| -Daily | No. 138-Local Express-Daily |
| | Coach Chicago to New York via N.Y.C. } From No. 10 Chicago to New York via M.C. } at Buffalo |
| D. R.) | |
| | No. 142—The Prairie State—Daily Sleeping Cars |
| | Chicago to New York via N.Y.C. (12 SecD.R.)—From |
| 0.) | Chicago to New York via N.Y.C. (12 SecD.R.)—From No. 68 at Cleveland Chicago to New York via N.Y.C. Chicago to New York via M.C. Chicago to New York via M.C. Chicago to New York via M.C. <i>at 68 Cleveland; In Auburn Road No. 4, Trom Rochester</i> Cleveland to Rev York (12 SecD.R.) Cleveland to Rochester (12 SecD.R.) <i>Open</i> Cleveland to Rochester (12 SecD.R.) <i>Open</i> <i>9,30</i> <i>9,30</i> |
| No. 142 Cleveland | Chicago to Auburn Ex. Sun. (10 Sec2 D.R.)—From No. |
| No. 24 from | Cleveland to New York (12 SecD.R.) |
|) | Cleveland to Rochester (12 SecD.R.) |
| From No. 24 | Cleveland to Toronto(12 SecD.R.)—In T.H.&B.No. 71 |
| at Buffalo | Parlor Car Rochester to New York Dining Car serving all meals |
| | Dining Car serving all meals Coaches |
| d | |
| al and all the | No. 144-The Laurentian-Green Mountain Flyer-Daily Club Car Montreal to New York via D.&H.R.R. Parlor Car |
| -Buffet | Montreal to New York—Two—via D.&H.R.R. Montreal to New York via Rutland R. R. |
| -Buffet -Daily | Dining Car Montreal to Whitehall |
| Philippine and a second second | Saratoga Springs to New York Alburgh to Rutland |
| be occupied il 7.30 a.m. -In T. H.&B. | Coaches |
| -1% 1 . 11. œD. | Montreal to New York via D.&H.R.R. Montreal to New York via Rutland R.R. |
| 33 B. (147) | No. 150—Interstate Express—Daily |
| 128 234 | Sleeping Car |
| 1 1 1 2 4 | Chicago to New York (12 SecD.R.)—In No. 4 from Cleveland Chicago to Boston (12 SecD.R.)—In No. 46 from |
| mp.) | Buffalo |
| n No. 46 to | Bulfalo Parlor Car Chicago to Buffalo—Two Dining Car Chicago to Buffalo—Coaches |
| lub Car | No. 168-Albany and Troy Express-Daily |
| States and a | Parlor Car Utica to New York except Sunday—From No. <u>A00 at Albany</u> Troy to New York via Albany Daily |
| cD.R.)—In | Troy to New York via Albany Dally Coaches |
| Albany | No. 196—Hudson River Special—Sunday Only Parlor Car Albany to New York—Coaches |
| 1 9.30 p.m. | Parlor Car Albany to New York—Coaches |
| | No. 198—Sunday Only Parlor Car Albany to New York—Coaches |
| No. 288 from | No. 252-Tri City Special-Daily |
| ge) | From Detroit Branch No. 225 Club Car Detroit to Cleveland |
| op.) Ohio Central | Parlor Car Detroit to Cleveland—Two Dining Car Detroit to Cleveland—Coaches |
| | No. 288-Detroit-Cleveland Special-Daily |
| | No. 288—Detroit-Cleveland Special—Daily Sleeping Cars—Open 10.00 p.m.—May be occupied until 20 a.m. Detroit to Cleveland (16 Sec.) } From Detroit |
| ledo | Detroit to Cleveland (16 Sec.) From Detroit Detroit to Cleveland (12 SecD.R.)-3 Branch No. 227 Chicago to Cleveland (12 SecD.R.)-In No. 80 to Toledo |
| d—Daily | Chicago to Cleveland (12 SecD.R.)-In No. 80 to Toledo |
| | Coaches No. 400—Local—Except Sunday |
| | Parlor Car Utica to New York—In No. 168 from Albany Coaches |
| | No. 424—Local—Daily Sleeping Cars |
| m Buffalo in | Utica to Boston (12 SecD.R.)—In B.&A. No. 42 Syracuse to New York (16 Sec.)—In No. 78 from Albany |
| | Coaches |
| Buffalo in 10 | No. 614—Eastern Express—Daily Via New York Central R.R. |
| | Sleening Car |
| ly | Chicago to New York (12 SecD.R.)—In No. 64 from Toledo; No. 18 from Cleveland; No. 58 from Buffalo Coaches |
| 1 | No. 632-New York Special-Daily |

Toledo to New York (14 Sec.)—In No. 6 from Cleveland

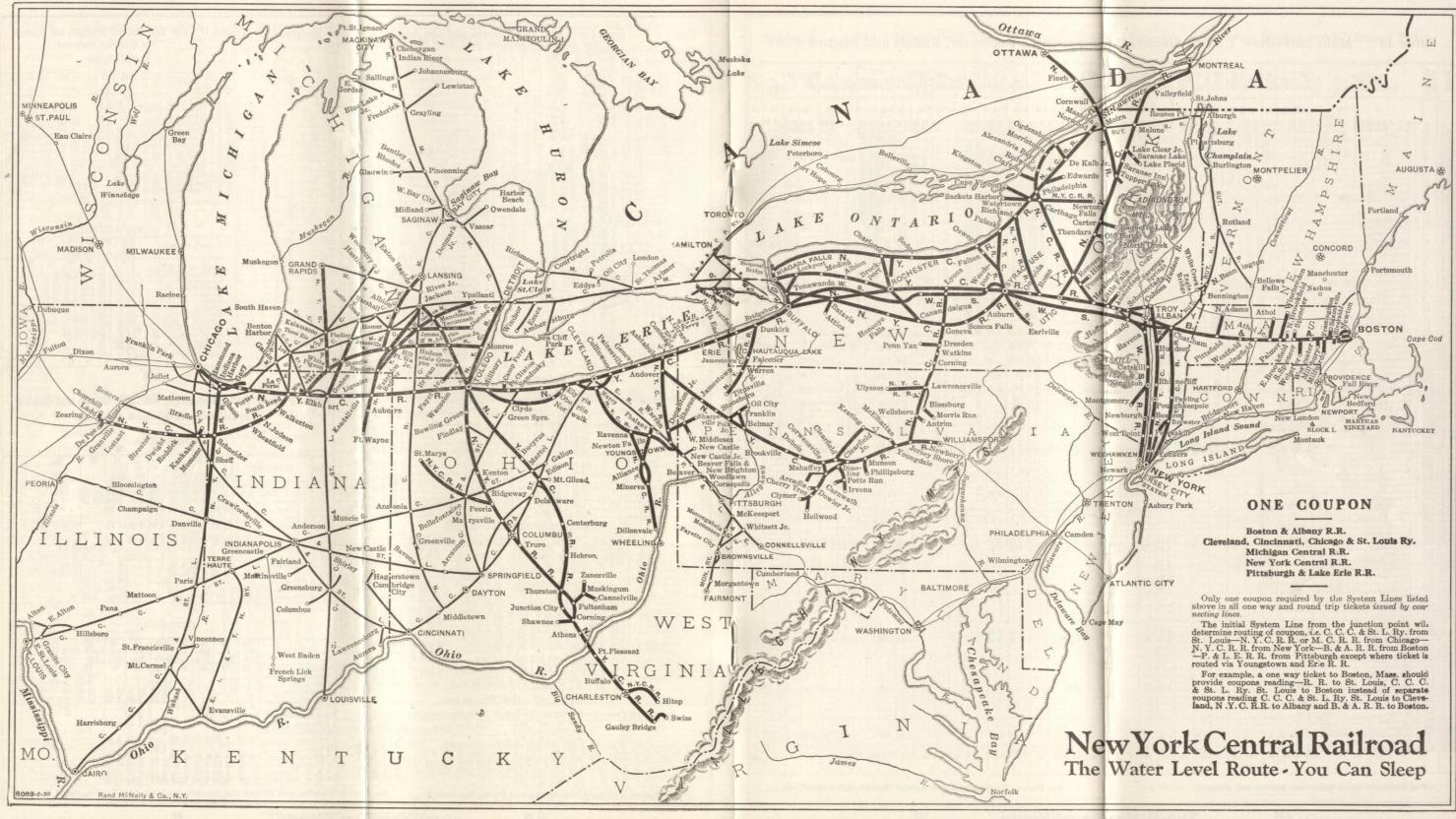
| | The t | me giver | 1 10 11480 | ion Ste | 15 | 1 | | | ist and | Centra | i Stanu | aru In | ue au | Buation | | 1 0 | | 10 |) (00 1 | | _ | |
|--|--|--|--|---|--|--|--|---|--|---|--|---|---|--|--|---|---|---|--|--|--|-------------------|
| | | 000 | 8 10 | | | | | | 0 | | | 0_ | | | | | | | 1 40 m | | 1 | |
| | Empire State Express | Empires Express ay Coach D uxe & Cleve | The Mohawl | North Shore Limited | Cayuga dvance 20 | Limited 20th Century | The esterne | State Limited | The Commedere Vanderbiit | Lake Shore Limited | Toronto Limited | Cleveland Limited | Western | The Niagara | Interstate Express | The Berkshire | The Iroquois | he | Fort Orange & South Shore Express | | | |
| WEST-BOUND | EN | Ex] Ex] | Mol | No No | Ca | Cer Cer | Wes | Lir | Com | Lin | Tor | Lin | We | Nis | Exl | Berl | Iroc | The Genesee | South Exp | | | |
| WEDI-DOUND | | 4 | Ŧ | H 39 | 41 3 | HH | | + | 4 67 | + 19 | + 27 | 121 | | ¥ 29 | | | ¥ 59 | | 45-43 | | - | |
| | 51 Daily | 83 1-3 Daily Daily | Daily | | 41 Jai | | | 15-41 Daily | 67 Daily | 19 Daily | 27 Daily | 21 Daily | 23 Daily | 29 Daily | 151 Daily | 49 Daily | Daily | 63 Daily | 45-43 Daily | | | |
| N. Y. C. R. R. New York (G.C. Term.) | AM 8 30 | PM AM 9 0 | AM | PM | PM P | | PM | PM τ3 00 | PM | PM | PM | PM 7 45 | PM 6 10 | PM | AM | PM | PM 11 50 | PM 11 55 | AM 12 25 | | F | |
| New York (125th St.) | | h9 1 | 1 411 11 / | 12 720 12 | 2/150 | | . 2/14 | | 4 00 | 5 30 h5 41 | 6 30 3 h6 41 | | h6 21 | 1/9 11 | | | | 12h05 | 12h36 | | : | |
| Jarmon | | h9 5 | 5 h11 55 1 12 48 | h1r05 1 | 1/34 h2 2 33 | 50 h3 3 | 35 3h01 4 03 | r3h50 | h4 50 | h6 22 R7 25 | h7 21 | h8 35 | h7 03 8 14 | h9 55 | | | h12 40 | 12h49 1 49 | $ \begin{array}{c} 1 & 21 \\ 2 & 52 \end{array} $ | | ŀ | |
| B. & A. R. R. Boston (South Station) | | AM | | AM 9 30 | nly. | PM | | | cars coach arried | dh. | PM PM | | - | | | PM 16 2 | ly. | PM 7 35 | PM 11 15 | | F | |
| Vorcester | | 610 |) | 10 40 | Cars 0 | | 7 | 12 30 71 37 | n ca con carr | Puliman cars only. No coac pass'g's carrie | 10 r3 40 | | | | | 77 3 | 2 2 2 2 | 8 50 | 12 36 | | 1: | |
| pringfield Pittsfield | | 10*14 | | 12 05 | man ci | r2 5 | | r2 55 r4 29 | ullman ly. No cl ss'g's ca | NC NC | 98870 r6 17 | | | | | r8 5 | 55. | 10 30 12 18 | 2 13 4 06 | | ŀ | |
| Shatham | | 11*08 | | s2 27 3 05 | Pullma No coa | | | 75 38 | Pul only, pass' | Pull nly ass | asr8 37 | | | | | r12 00 | Leon | 12 58 1 30 | 4 46. | | | |
| N. Y. C. R. R. Albany | | PM | PM | PM I | PM P | M PM | PM | PM | PM | PM | NA OB | | PM | AM | | MA | AM | MA | AM | | ŀ | |
| chenectady | | 1 02 | 2 40 | | 04 h5 | 05 h5 5 | 1 6 32 7 05 | r6 07 r6 37. | h7 08 | 9 05 9 35 | ^{h9} 46 ² T10 18 | cars only. h passen- rried. | 10 10 10 10 46 | $12 15 \\ 12 46$ | | r12 22 r12 50 | | 3 20 | 5 50 6 25 | | 1 | |
| Jtica | | 2 49 | 4 17 | 5r21 6 | 35 17 h6 | 56 h7 4 | 15 9 22 66 10 45 | 78 04 79 16 | h9 18 h10 34 | 11 19 | h11 45 | ch pa | 1 25 2 58 | | | r2 40 4 1 | | 5 21 6 30 | | | 1 | |
| lochester | 3 41 | 5 41 | 7 22 | 8701 9 | 50 h9 | 05 h8 5 39 h10 2 | 7 12 43 | 10 44 | h12 01 | | a h2 37 | o coach Brs carri | - 4 48 | 5 17 | | 6 14 7 50 | i7 14 | 8 18 | 11 16. | | | |
| luffalo (Exchange St.) | 5 25 | | | | | | | | | | no h2 37 | No Ber | 6 35 | | | | | | 12 50 | | | |
| uffalo (Cent. Term.) . Junkirk | | 5 10 7 23 6 01 8 21 | | 9 50 12 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 09 h11 5 | 3 2 54 | 12 25 1 20 | | | ср | | | 20 15 | 8 50 9 43 | | 8 50 9 43 | | | | ŀ | |
| Vestfield | Section 1. | 6 22 8 43 | 3 10 19 | 1 | 45 | | 5 09 | 1 45 | | <i>i</i> 5 48 | B | | 8 | 37 21 | 10 04 10 40 | 1 | 0 04 | | 2 25 . | | ŀ | |
| shtabula | | 7 57 10 23 | 3 | 3 | 3 25 | ** 55 55 | 6 03 | 3 25 . | | | 6 19 7 11 | | 10 | 18 | | | | ••••• | 4 00 . | | : | |
| ast Cleveland leveland (UnionTerm. |) | 9 25 11 5 | 5 1 11 | | 4 32 1 56 | ch pa | 7 10 | | | 7 52 8 20 | 8 05 8 30 | | | 26 50 | 12 19 12 42 | | 2 19 2 42 | | | | : | |
| inndale | | 1 28 | 3 1 28 . | | 5 13 | Pullman No coach | 8 07 9 38 | 5 13 | | 8 47 10 08 | | 8 47 10 08 | 12 | 10 | 12 54 2 10 | 1 | 2 54 | | 5 42 . 6 55 . | | | |
| oledo (E. T.) Elkhart (C. T.) | | 3 30 | 3 36. | 7 | 7 57 | | . 11 00 | 7 57 | 7106 | 11 08 | | 11 08 | 8 | 25 22 | 3 08 4 53 | 1.0 | 2 10 3 08 4 53 | | 7 52 . | | : | |
| Sikhart (C. 1.) | | | | | | | | | | | | D12 55 | | 22 | 4 55 | | | | | | | |
| South Bend | | 5 51 | 5 57 . | 10 | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | | . 2 45 | $ \begin{array}{c} 10 & 25 \\ 10 & 55 \end{array} $ | X 8 41 X 9 06 | D12 55 D1 25 | | D1 25 | 6 | 54 | 5 23 | | > 23 | | 10 49. | | :: | |
| nglewood. hicago(LaSalleSt.Sta. Table No. 1 | Condens | 5 57 7 i48 PM 8 00 | 5 57 7 i48 8 \$ 05 | AM 12 | o, To | 45 00 9≙4 ledo a | and Cl | 10 55 12 i45 100 evela | X 9 06 10 <i>i</i> 45 11 _M 00 | D1 25 3 i 15 3 £ 30 Buffa | lo, Ne | D1 25 3115 3530 w Yo | rk a | 64 £15 nd Bo | 5 23 7 i10 7 25 | via | New | York | 10 49 12 i45 1000. | tral | 1 | |
| nglewood. hicago(LaSalleSt.Sta. Table No. 1 | Condens | 5 57 7 i49 PM 8400 | 5 57 7 i48 8 8 _M 05 | AM 12 | o, To | 45 00 9≙4 ledo a | and Cl | 10 55 12 i45 100 evela | X 9 06 10 <i>i</i> 45 11 _M 00 | D1 25 3 i15 3 ^µ 30 | lo, Ne | D1 25 3115 3530 w Yo | 99 | ad Bo | 5 23 7 i10 7 25 | via | New | York | 10 49 12 i45 1000. | | 1 | |
| nglewood. hicago(LaSalleSt.Sta. Table No. 1 | The Nagara Interstate Express & The Berkshire | 5 57 7 i49 PM 8003 sed Tab | Fitth Avenue Bpecial Bpecial | hicag | 0, To % Frairie State 0, To 10- | Aprance 20th Century Limited 90th 90th | Century Limited The Commodore | 10 55 12 i45 1 ^M 00 evela | x 9 06 10i45 11m00 nd to | D1 25 3:15 3:30 Buffa | Limited Hudson River Express | Chicago & Buffalo Special North | Limited Day | De Luxe | Cayuga Cayuga Ston | Empire | New York | The The Decision | 10 49. 12 i45. 1200. | Boston Express | 1 | |
| inglewood. Dhicago(La,SalleSt,Sta. Table No. 1 EAST-BOUND | PM Condense autusaur Berksada Berksada H T 120-46 1 | 5 57 7 i43 PM 8Å05 sed Tah | ilth venue 2 2 22 2 48 2 2 48 2 2 48 2 2 48 2 2 48 2 2 48 2 2 48 2 48 | hicag autourser | 2:45 :8 1400 94 0, To 10- 142 | 42 Aprance 20th Cantury Contact Cantury Cantur | 245 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | 10 55 12 i45 1 ^M 00 evela | X 9 06 10 <i>i</i> 45 11 <u>000</u> nd to | D1 25 3:15 3:30 Buffa | Participation of the second se | Chicago & Buffalo Buffalo Norchal North P | Limited Day | 64 £15 nd Bo | Cayuga Ston Oston 0900 | via Empire | New Norw Sun | AM Yorl | 10 49. 12:45. 14:00. Cent | tral | | |
| Inglewood. Shicago(LaSalleSt.Sta. Table No. 1 EAST-BOUND N. Y. C. R. R. Chicago(LaSalleSt.Sta | PM Condens autor a | 5 57 7 449 PM 8202 Sed Tab | 5 57 7 148 8 205 0 8 2 | AM 1 hicag automatical autom | 0, 55 2,45 2,45 18 10, To 0, To 10- 142 Daily 10435 | 45 19 3 944 ledo a thore of the second secon | 2 445 2 445 5 4443 5 5 4445 6 10 10 10 10 10 10 10 10 10 10 10 10 10 1 | 10 55 12 i45 100 evela 100 24-68 24-68 24-68 24-68 | X 9 06 10/45 11400 nd to | D1 25 3:15 3:30 Buffa | We is the second | D1 26 3:15 3:15 3:30 W Yo North Daily Dial | rk a spore s | ally Dat | 85 2 7 10 25 25 25 25 25 20 20 20 20 20 20 20 20 20 20 20 20 20 | via eiliu eilio eiliu eiliu eilio ei | New states New States New States New States New New States New New New New States New States New New New New New New New | AM Yorl HIA OC JUAN Y Daily | 10 49 12 45 1400. Cent 56-78 Daily 5 11255 | Express Express | | |
| Inglewood. Dhicago(LaSalleSt.Sta. Table No. 1 EAST-BOUND N. Y. C. R. R. ChicagoLaSalleSt.Sta Inglewood. outh Bend. | PM Condense autrestation au | 5 5 7 id4 PM 8201 Seed Tab read | 10Å30 PM 10Å30 PM 10Å30 PM 12.11 13.11 | AM 1 hicag ultrage autrastrage 4 54 10 100488 1 | 0, To autor for the format of the format o format oo the format oo the format oo the format oo the | 45 19 3 9 44 ledo a 4106 4106 88 Daily 1 12400 1128/12 41 | 2 445 2 443 5 44558 and Cl and | 10 55 12 i45 1,00 evela 24-68 7 Daily 10 9 10 9 12 i45 1,00 | X 9 06 10/45 11400 nd to 68- 6 142 64- Baily Dz 73/01 1/2 73/11 /2 74 38 4 | D1 25 3:15 3:30 Buffa | AM Io, Ne Sub Al Aludeou Age Al Aludeou Age Al Aludeou Age Al Aludeou Aludeou Age Aludeou Alud | 251 262 251 252 251 252 252 | rk a Shore Limited Dav | and Bo Coogen 200 2015 De Fritze ally Dai M A | 85 5 7 i10 7 i20 25 2 2 25 25 25 25 25 25 25 25 25 25 25 25 25 | •60 55 Elly Pl 153 | New artic New Biblio Angle Biblio Angle | AM York au au au au au au au au au au au au au | 10 49 12 i45 1400. Cent 56-78 56-78 511255 8 12/08 2 03 | tral Boston Express | | |
| Inglewood. Phicago(LaSalleSt.Sta. Table No. 1 EAST-BOUND N. Y. C. R. R. DiagoLaSalleSt.Sta onth Bend. Richard (C. T.) | PM Condense autressatural autress | 5 5 5 7 445 PM 8400 Seed Tab | T 5 57 3 7 i48 8 205 10-C 11111 4 4 8 10/430 PM 10/430 PM 10/430 PM 12 17 12 47 12 47 12 4 36 | AM 1 hicag autostread bicag autostread bicag | 0, To 145 i8 2,45 i8 0, To 10, To 10- 142 10,355 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,55 | 45 19 3 944 ledo a 4100 sound 4100 sound 410 | 2 455 2 | 10 55 12 i45 1,00 evela 24-68 | X 9 06 10/45 11400 nd to 68- 6 142 64 Daily Da 735,00 1 78,01 1/25 74 38 4 75 08 55 | D1 25 3:15 3:30 Buffa - along - along - - - - - - - - - - - - - - - - - - - | AM Io, Ne Initian | D1 26 3:15 3:15 3:15 3:15 3:15 3:15 3:15 3:15 | rk and Shore the state of the s | ally Dai | 5 23 7 i10 7 i25 0 ston 0 90 1 0 90 1 0 90 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | •60 55 Elly Pl 153 | New New New New New New New New | AM Yorl and and and and and and and and | 10 49 12 45 1400. Cent 56-78 56-78 5 0ally 5 12508 1208 2 03 2 2 39 2 2 39 | tral Boston Express | | |
| Inglewood. Phicago(LaSalleSt.Sta. Table No. 1 EAST-BOUND N. Y. C. R. R. DicagoLaSalleSt.Sta Inglewood. Outh Bend | PM Condense add add add add add add add ad | 5 5 7 44 9W 8405 9ed Tah 19 50-4 X4 60-4 X4 8 419 0ally 9425 9450 9 55 11 55 2 45 3 30 | 7 5 57 7 7 748 8 8 905 0 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 10 430 0 10 12 17 12 17 12 12 17 12 12 17 12 13 13 13 14 36 15 10 10 10 | AM 1 hicag autostread bicag autostread bicag | 0, To 145 i8 2,45 i8 0, To 10, To 10- 142 10,355 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,455 10,55 | 45 19 3 0 9 4 4 0 0 9 4 4 0 6 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 2 4 0 0 1 1 1 1 2 4 0 0 1 1 1 1 2 4 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 2 45 2 45 | 10 55 12 i45 12 i45 12 00 evela 24-68 24-68 24-68 24-68 24-68 24-68 24-68 | X 9 06 10/45 11400 nd to nd to | D1 25 3:15 3:30 Buffa - along - along - - - - - - - - - - - - - - - - - - - | AM Io, Ne Initian | D1 26 3:15 3:230 w Yo photosic | rk an Buote | ally Dat | 85 5 7 10 7 20 85 85 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | eo 56 Eu Plan | New New New Not were state Not were State State Not were State Sta | AM Yorl au au y Daily 11250 2 03 2 33 8 20 | 10 49 12 45 1400. Cent 56-78 56-78 Daily 5 11255 5 11255 5 203 9 2 39 0 7 00 0 8 20 8 20 | uotsoa Baily PM | the sector in the | |
| Inglewood. Shicago(LaSalleSt.Sta. Table No. 1 EAST-BOUND N. Y. C. R. R. ChicagoLaSalleSt.Sta Inglewood. Oith Bend Ikhart (C. T.) | PM Condens autrixia aut | 5 5 7 id PM 8402 Sed Tah Sed Tah Sed Tah Sed Tah Sed Tah Sed | 1 5 57 3 7 48 3 7 48 3 7 48 3 7 48 4 1 1 9 1 1 1 9 1 1 1 1 1 1 1 1 1 1 1 <td>AM 12 AM 12 AM</td> <td>0, To 1,200 9, To</td> <td>45 19 3 0 9 44 1edo a 4400 9 44 100 100 10000000000000000000000000</td> <td>2 445 2 45 2 45 2</td> <td>10 55 12 45 12 45 12 00 evela 24-68 7 Daily 10 12 00 PM 1 88 </td> <td>X 9 06 10:455 11400 nd to Hard to Hard</td> <td>D1 25 3:155 3:30 Buffa </td> <td>AM lo, Nee Pailing</td> <td>D1 23 25</td> <td>Patient And And And And And And And And And And</td> <td>ally Dai</td> <td>5 23 7 10 7 225 0 5500 0 90 0 90 0 90 0 90 0 90 0 90 0</td> <td>•60 56 Euly Su 20</td> <td>New approx second second sec</td> <td>AM Yorl au y Daily Daily 11250 12200 2 00 2 00 2 00 2 00 12200 10 10</td> <td>10 49 12 i45 1400. Cent 56-78 56-78 511255 58 12/08 3 2 03 9 7 00 0 9 40 0 10 10</td> <td>tral Boston Express</td> <td>the sector in the</td> | AM 12 AM | 0, To 1,200 9, To | 45 19 3 0 9 44 1edo a 4400 9 44 100 100 10000000000000000000000000 | 2 445 2 45 2 | 10 55 12 45 12 45 12 00 evela 24-68 7 Daily 10 12 00 PM 1 88 | X 9 06 10:455 11400 nd to Hard | D1 25 3:155 3:30 Buffa | AM lo, Nee Pailing | D1 23 25 | Patient And | ally Dai | 5 23 7 10 7 225 0 5500 0 90 0 90 0 90 0 90 0 90 0 90 0 | •60 56 Euly Su 20 | New approx second second sec | AM Yorl au y Daily Daily 11250 12200 2 00 2 00 2 00 2 00 12200 10 10 | 10 49 12 i45 1400. Cent 56-78 56-78 511255 58 12/08 3 2 03 9 7 00 0 9 40 0 10 10 | tral Boston Express | the sector in the | |
| Inglewood. SAST-BOUND A. Y. C. R. R. DisagoLaSalleSt.Sta. CAST-BOUND A. Y. C. R. R. DisagoLaSalleSt.Sta nglewood. outh Bend Bend Behart (C. T.) inindale Stat Cleveland | PM Condens aqua | 5 5 7 44 PM 8402 Sed Tah F 50-4 X4 ◆ aily Baily 922 15511552 9453 0450 9 22 15534 5 3 48 5 05 5 32 6 00 6 00 3 11 6 09 | 5 57 7 148 8205 805 Jle C utiliar H 10,30 PM 10,430 PM 10,433 PM 12,477 12,365 7 048 7 148 7 148 | AM 11 hicag utility hicag utility hicag utility hicag utility type | 2 55 5 2 56 18 2 500 9 0, To autuates autor 10- 142 10/355 10/488 10/488 10/488 10/488 10/488 12 47 7 22 8 42 9 24 | 45 19 3 4 19 3 4 10 3 9 4 10 3 9 4 10 3 9 4 10 3 9 4 10 4 10 10 4 10 4 10 10 10 10 10 10 10 10 10 10 | 24588 24588 24588 24588 24588 24588 24588 24588 24588 245 | 10 55 12 45 12 40 evela 24-68 24-68 24-68 0 1 00 PM 1 00 21 49 21 49 | X 9 06 10:455 11400 nd to 68- 68- 68- 68- 142 64 Daily Dz 73:01 12 73:01 12 73:01 12 74 38 4 74 38 4 75 08 55 78 43 11 10 40 11 13 2 21 2 30 4 | D1 25 3:155 3:230 Buffa | AM lo, Nee Input Information | D1 125 3:15 3:20 2:30 2:30 2:30 2:30 2:35 2:45 2:35 2:45 2:35 2:45 2:35 2:45 | rk a patient asours Au aso | ally Dai | Cavue of the set of th | •60 5/ E 20 229 29 | New New New North Contraction New North Contraction New North Contraction New North Contraction New North Contraction New North Contraction New North Contraction New New North Contraction New New North Contraction New New New New New New New New | AM Yorl Till and y Daily 11250 12/00 2 03 7 00 9 94 10 14 10 14 10 14 10 15 10 15 10 10 15 10 15 1 | 10 49 12 i45 1200 6 Cent 56-78 56-78 5 11255 5 112555 5 112555 5 112555 5 112555 5 1125555 5 11255555 5 1125555555555 | uotsoa Baily PM | | |
| Inglewood. Stage (LaSalleSt.Sta. Fable No. 1 EAST-BOUND N. Y. C. R. R. Diagewood. Stable St.Sta noglewood. Stable St.Sta noglewood. Stable St.Sta nodale Reveland (UnionTer.) ast Cleveland. Newsfield | PM Condense auge and augest | 5 5 7 id 4 PM 8403 Seed Tah Fill W 8403 Seed Tah Fill W 8403 Seed Tah Fill W 8403 Seed Tah Seed | 5 57 37 148 37 148 8005 8 10 12 10 12 110 12 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 13 12 14 36 5 33 9 07 | AM 11 hicag utility hicag utility hicag utility hicag utility hicag utility to to to to to to to to to to | 0, To 485 18 100 90 100 142 104 104 104 104 104 12 8 12 47 104 12 8 12 104 13 12 104 13 12 104 13 12 104 13 104 13 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 10 13 12 10 13 12 10 13 12 13 12 13 13 13 13 13 13 13 13 13 13 | 45 19 3 4 19 3 4 10 3 9 4 10 3 9 4 10 3 9 4 10 3 9 4 10 4 10 10 4 10 4 10 10 10 10 10 10 10 10 10 10 | 24588 24588 24588 24588 24588 24588 24588 24588 24588 245 | 10 55 12 45 12 00 evela 24-68 7 Daily 00 PM 1 | X 9 06 10:455 11400 nd to | D1 25 3:155 3:230 Buffa | AM lo, Ne unspirate log light log light | D1 23 3:15 3:26 3:26 3:27 3:20 3:20 3:20 3:20 3:20 3:20 3:20 3:20 | rk an panting panting to atily D atily D atily D atily D atily D atily D | ally Dal | Cayness 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | • • • • • • • • • • • • • • • • • • • | New New approx 9880-101 Amage 9880-101 Amage 9880-101 Amage 9880-101 Amage 986 X. Sun 01 A PM | AM AM AM AM AM AM AM AM AM AM | 10 49 12 i45 1200 6 Cent 56-78 56-78 5 11255 5 11255 5 11255 5 12/08 3 2 39 0 7 00 0 8 20 0 9 40 0 10 10 9 11 31 6 12 16 7 12 57 | uotsoa Baily PM | the sector in the | |
| Inglewood. Stage (LaSalleSt.Sta. Fable No. 1 EAST-BOUND C.Y. C. R. R. Licago LaSalleSt.Sta inglewood. outh Bend lickart (C. T.) andusky. inndale stat Cleveland. shtabula. rie | PM Condens auters auters <td col<="" td=""><td>5 5 7 id 4 PM 8403 Seed Tah Fill W 8403 Seed Tah Fill W 8403 Seed Tah Fill W 8403 Seed Tah Seed Tah Seed</td><td>5 57 37 148 37 148 8005 8 10 12 10 12 110 12 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 13 12 14 36 5 33 9 07</td><td>AM 11 hicag utility hicag utility hicag utility hicag utility hicag utility to to to to to to to to to to</td><td>0, To 485 18 100 90 100 142 104 104 104 104 104 12 8 12 47 104 12 8 12 104 13 12 104 13 12 104 13 12 104 13 104 13 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 10 13 12 10 13 12 10 13 12 13 12 13 13 13 13 13 13 13 13 13 13</td><td>45 19 3 4 19 3 4 10 3 9 4 10 3 9 4 10 3 9 4 10 3 9 4 10 4 10 10 4 10 4 10 10 10 10 10 10 10 10 10 10</td><td>2458 24588 24588 24588 24588 24588 24588 24588 24588 24588 245</td><td>10 55 12 45 12 00 evela evela 24-68 7 Daily 00 PM 1</td><td>X 9 06 10:445 11400 nd to 142 04 142 04 14 0 14 0 14 0 14 0 14 0 14 0 14 0 1</td><td>D1 25 3:15: 3:20 Buffa </td><td>AM lo, Ne lo, Ne</td><td>D1 25 3:15 3:30 2:0000 2:000 2:000 2:000 2:000 2:000 2:000 2:000 2:000 2</td><td>Pailur august 5 35 5 35 7 34 8 10 8 32</td><td>ally Dat</td><td>5 23 7 10 7 20 9 50 9 0 9 0 9 0 9 0 9 0 9 0 9 0 10 11 11</td><td>•60 5/ E E E E E E E E E E E E E E E E E E</td><td>New New New New NoA and NoA an</td><td>AM AM AM AM AM AM AM AM AM AM</td><td>10 49 12 i45 1200 6 Cent 56-78 56-78 5 11255 5 11255 5 11255 5 12/08 3 2 39 0 7 00 0 8 20 0 9 40 0 10 10 9 11 31 6 12 16 7 12 57</td><td>uotsoa Baily PM</td><td>the sector in the</td></td> | <td>5 5 7 id 4 PM 8403 Seed Tah Fill W 8403 Seed Tah Fill W 8403 Seed Tah Fill W 8403 Seed Tah Seed Tah Seed</td> <td>5 57 37 148 37 148 8005 8 10 12 10 12 110 12 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 13 12 14 36 5 33 9 07</td> <td>AM 11 hicag utility hicag utility hicag utility hicag utility hicag utility to to to to to to to to to to</td> <td>0, To 485 18 100 90 100 142 104 104 104 104 104 12 8 12 47 104 12 8 12 104 13 12 104 13 12 104 13 12 104 13 104 13 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 10 13 12 10 13 12 10 13 12 13 12 13 13 13 13 13 13 13 13 13 13</td> <td>45 19 3 4 19 3 4 10 3 9 4 10 3 9 4 10 3 9 4 10 3 9 4 10 4 10 10 4 10 4 10 10 10 10 10 10 10 10 10 10</td> <td>2458 24588 24588 24588 24588 24588 24588 24588 24588 24588 245</td> <td>10 55 12 45 12 00 evela evela 24-68 7 Daily 00 PM 1</td> <td>X 9 06 10:445 11400 nd to 142 04 142 04 14 0 14 0 14 0 14 0 14 0 14 0 14 0 1</td> <td>D1 25 3:15: 3:20 Buffa </td> <td>AM lo, Ne lo, Ne</td> <td>D1 25 3:15 3:30 2:0000 2:000 2:000 2:000 2:000 2:000 2:000 2:000 2:000 2</td> <td>Pailur august 5 35 5 35 7 34 8 10 8 32</td> <td>ally Dat</td> <td>5 23 7 10 7 20 9 50 9 0 9 0 9 0 9 0 9 0 9 0 9 0 10 11 11</td> <td>•60 5/ E E E E E E E E E E E E E E E E E E</td> <td>New New New New NoA and NoA an</td> <td>AM AM AM AM AM AM AM AM AM AM</td> <td>10 49 12 i45 1200 6 Cent 56-78 56-78 5 11255 5 11255 5 11255 5 12/08 3 2 39 0 7 00 0 8 20 0 9 40 0 10 10 9 11 31 6 12 16 7 12 57</td> <td>uotsoa Baily PM</td> <td>the sector in the</td> | 5 5 7 id 4 PM 8403 Seed Tah Fill W 8403 Seed Tah Fill W 8403 Seed Tah Fill W 8403 Seed Tah Seed | 5 57 37 148 37 148 8005 8 10 12 10 12 110 12 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 13 12 14 36 5 33 9 07 | AM 11 hicag utility hicag utility hicag utility hicag utility hicag utility to to to to to to to to to to | 0, To 485 18 100 90 100 142 104 104 104 104 104 12 8 12 47 104 12 8 12 104 13 12 104 13 12 104 13 12 104 13 104 13 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 104 13 12 10 13 12 10 13 12 10 13 12 13 12 13 13 13 13 13 13 13 13 13 13 | 45 19 3 4 19 3 4 10 3 9 4 10 3 9 4 10 3 9 4 10 3 9 4 10 4 10 10 4 10 4 10 10 10 10 10 10 10 10 10 10 | 24588 24588 24588 24588 24588 24588 24588 24588 24588 245 | 10 55 12 45 12 00 evela evela 24-68 7 Daily 00 PM 1 | X 9 06 10:445 11400 nd to 142 04 142 04 14 0 14 0 14 0 14 0 14 0 14 0 14 0 1 | D1 25 3:15: 3:20 Buffa | AM lo, Ne lo, Ne | D1 25 3:15 3:30 2:0000 2:000 2:000 2:000 2:000 2:000 2:000 2:000 2:000 2 | Pailur august 5 35 5 35 7 34 8 10 8 32 | ally Dat | 5 23 7 10 7 20 9 50 9 0 9 0 9 0 9 0 9 0 9 0 9 0 10 11 11 | •60 5/ E E E E E E E E E E E E E E E E E E | New New New New NoA and NoA an | AM AM AM AM AM AM AM AM AM AM | 10 49 12 i45 1200 6 Cent 56-78 56-78 5 11255 5 11255 5 11255 5 12/08 3 2 39 0 7 00 0 8 20 0 9 40 0 10 10 9 11 31 6 12 16 7 12 57 | uotsoa Baily PM | the sector in the |
| Inglewood. Shicago(LaSalleSt.Sta. Table No. 1 EAST-BOUND N. Y. C. R. R. DicagoLaSalleSt.Sta inglewood. outh Bend Bereland (Cr. T.) andusky. inndale Reveland (UnionTer.) ast Cleveland shtabula rie vestfield. Junkirk | PM Condense auge and augest | 5 5 7 44 PM 8402 sed Tah | 1 5 57 7 148 8005 1 8005 18 1 11 11 1 12 17 1 12 17 1 12 17 1 12 17 10 430 19 10 12 17 12 17 12 10 533 6 9 07 05 10 53 | AM 11 hicag 44 11 hicag 44 12 44 | 2 445 is 145 is 140 94 0, To 10, To 142 10, 35 10, 35 10, 48 10, 35 10, 48 10, 35 10, 48 12, 47 12, 27 22 8, 42 9, 22 8, 42 9, 22 8, 42 9, 12 12, 38 12, 38 14 12, 38 12, 38 14, 38 12, 38 14, 38 | 45 19 3 4 19 3 4 10 3 9 4 10 3 9 4 10 3 9 4 10 3 9 4 10 4 10 10 4 10 4 10 10 10 10 10 10 10 10 10 10 | 24588 24588 24588 24588 24588 24588 24588 24588 24588 245 | 10 55 12 45 12 00 evela evela 24-68 7 Daily 00 PM 1 | X 9 06 10:455 11:000 nd to 14:00 14: | D1 25 3:155 3:20 Buffa | AM lo, Ne In Indiana In Indiana In Indiana In Indiana In Indiana In Indiana Indiana In Indiana Indian | D1 23 3:15 3:26 3:26 3:26 3:26 3:26 3:26 3:26 3:26 | exous a second s | 64 100 100 100 100 100 100 100 10 | Store 0 | •00 56 •00 56 | 237 710 7225 New 800 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | AM Yorl The second se | 10 49. 12:45. 14:00. 6 Cent 56-78 56-78 112:55 8 12:408 2 239 0 2 39 0 2 39 0 2 39 0 0 8 20 0 9 40 0 0 10 10 10 10 19 11 2 15 7 12 57 1 2 05 2 15 | tral used transformed by the second s | · · · Dullman ages and | |
| Inglewood. Table No. 1 Fable No. 1 EAST-BOUND A. Y. C. R. R. DisgoLaSalleSt.Sta inglewood. outh Bend Richart (C. T.). oledo (E. T.) adusky. inndale leveland. Stabula rie. Vestfield. Junkick. Juffalo (Cent. Term.) Juffalo (Cent. Term.) Suffalo (Cent. Term.) Stabula | PM Condense aufuszias aufuszi | 5 5 5 7 id 4 PM 8402 sed Tah F 4 4 50-4 X4 4 aily Daily 8425 9450 5 22 5 51 1 55 2 45 3 30 5 00 6 0 00 5 11 6 09 3 45 3 45 3 45 3 45 3 45 3 5 5 5 5 5 5 5 5 32 5 00 6 0 9 5 10 5 11 5 32 5 00 6 0 5 32 5 00 6 0 9 5 00 5 00 6 0 9 5 32 5 00 6 0 9 5 00 6 0 6 0 7 0 7 0 7 0 7 0 7 0 7 0 7 0 7 | 1 5 57 3 7 148 3 7 148 3 7 148 3 7 16 10 12 17 12 17 12 12 7 12 12 7 12 12 7 12 12 7 12 12 7 12 10 53 7 10 53 7 10 53 10 10 53 11 10 53 11 | AM 11 hicag 44 10 454 10 10,335 10,348 10,355 10,448 10,355 10,448 10,355 10,448 10,448 10,448 10,448 10,448 10,448 10,448 10,448 12,477 12,077 1 | 2 445 is 140 94 2 445 is 140 94 10- 142 10- 142 10- 142 10- 142 10- 142 10- 142 10- 142 10- 142 10- 12 45 9 24 10- 142 10- 12 45 9 24 10- 12 45 12 45 140 140 145 145 145 140 145 145 145 145 140 145 145 145 145 145 145 145 145 | 45 19 3 4 19 3 4 10 3 9 4 10 3 9 4 10 3 9 4 10 3 9 4 10 4 10 10 4 10 4 10 10 10 10 10 10 10 10 10 10 | and Cl amba carbon passed house and Cl amba carbon passed house and Cl amba carbon passed house and Cl amba carbon and carbon an | 10 55 12 12 12 12 12 12 12 12 12 12 12 12 12 | X 9 06 10:455 11400 nd to http://www.second nd to nd t | D1 25 3:155 3:165 3:230 Buffa | AM lo, Ne polyantial logential | D1 23 3:15 3:16 3:16 3:30 3:16 3:30 3:16 3:16 3:16 3:16 3:16 3:16 3:16 3:16 | | 54 001 | Store 0 | •00 56 •00 56 | 237 710 7225 New 800 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | AM Yorl The second se | 10 49. 12:45. 14:00. 6 Cent 56-78 56-78 112:55 8 12:408 2 239 0 2 39 0 2 39 0 2 39 0 0 8 20 0 9 40 0 0 10 10 10 10 19 11 2 15 7 12 57 1 2 05 2 15 | (ral) (ral) (0)100 | - 1 Dullman sars only In I | |
| Inglewood. Table No. 1 EAST-BOUND N. Y. C. R. R. DiagoLaSalleSt.Sta Jaglewood. outh Bend Richart (C. T.). andusky inndale Reveland (UnionTer.) ast Cleveland. Shtabula Prie. Vestfield Dunkirk Unfalo (Cent. Term.) Suffalo (Cent. Term.) | PM Condense aufuszias aufuszi | 5 5 5 7 id 4 PM 8402 sed Tah F 4 4 50-4 X4 4 aily Daily 8425 9450 5 22 5 51 1 55 2 45 3 30 5 00 6 0 00 5 11 6 09 3 45 3 45 3 45 3 45 3 45 3 5 5 5 5 5 5 5 5 32 5 00 6 0 9 5 10 5 11 5 32 5 00 6 0 5 32 5 00 6 0 9 5 00 5 00 6 0 9 5 32 5 00 6 0 9 5 00 6 0 6 0 7 0 7 0 7 0 7 0 7 0 7 0 7 0 7 | 1 5 57 3 7 148 3 7 148 3 7 148 3 7 16 10 12 17 12 17 12 12 7 12 12 7 12 12 7 12 12 7 12 12 7 12 10 53 7 10 53 7 10 53 10 10 53 11 10 53 11 | AM 11 hicag 44 10 454 10 10,335 10,348 10,355 10,448 10,355 10,448 10,355 10,448 10,448 10,448 10,448 10,448 10,448 10,448 10,448 12,477 12,077 1 | 2 445 is 140 94 2 445 is 140 94 10- 142 10- 142 10- 142 10- 142 10- 142 10- 142 10- 142 10- 142 10- 12 45 9 24 10- 142 10- 12 45 9 24 10- 12 45 12 45 140 140 145 145 145 140 145 145 145 145 140 145 145 145 145 145 145 145 145 | 45 19 3 4 19 3 4 10 3 9 4 10 3 9 4 10 3 9 4 10 3 9 4 10 4 10 10 4 10 4 10 10 10 10 10 10 10 10 10 10 | and Cl ambar starting article and Cl ambar starting article ar | 10 55 12:45 12 | X 9 06 10:455 11400 nd to hit 40 142 64 142 64 142 64 142 64 142 64 142 64 142 64 142 64 142 64 142 64 11 13 2 11 32 4 11 12 22 255 6 2 539 9 8 00 11 9 22 12 | D1 25 3:155 3:165 3:20 Buffa | AM lo, Ne Patient Independen | D1 23 3:15 3:16 3:16 3:30 3:16 3:30 3:16 3:16 3:16 3:16 3:16 3:16 3:16 3:16 | | 54 001 | Store 0 | •00 56 •00 56 | 237 710 7225 New 800 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | AM Yorl The second se | 10 49. 12:45. 14:00. 6 Cent 56-78 56-78 112:55 8 12:408 2 239 0 2 39 0 2 39 0 2 39 0 0 8 20 0 9 40 0 0 10 10 10 10 19 11 2 15 7 12 57 1 2 05 2 15 | (ral) (ral) (0)100 | at the the Dullman same and the liter is | |
| Inglewood. Table No. 1 Table No. 1 CAST-BOUND V. Y. C. R. R. DiagoLaSalleSt.Sta inglewood. Statuta Reveland (Cr. T.) | PM Condense aufuszias aufuszi | 5 5 5 7 id 4 PM 8402 sed Tah F 4 4 50-4 X4 4 aily Daily 8425 9450 5 22 5 51 1 55 2 45 3 30 5 00 6 0 00 5 11 6 09 3 45 3 45 3 45 3 45 3 45 3 5 5 5 5 5 5 5 5 32 5 00 6 0 9 5 10 5 11 5 32 5 00 6 0 5 32 5 00 6 0 9 5 00 5 00 6 0 9 5 32 5 00 6 0 9 5 00 6 0 6 0 7 0 7 0 7 0 7 0 7 0 7 0 7 0 7 | 5 577 7 148 8005 1 9 1 11 10 10 12 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 12 17 10 533 10 53 11 05 12 26 11 26 12 26 13 4 | Am 11 hicag 4 11 hicag 4 12 4 10 4 1 | 2 445 is 100 92 2 445 is 100 92 10- 142 10- 142 10435 10435 10435 10435 10435 10435 10435 10435 10435 10435 12 47 12 8 12 8 12 3 12 3 1 12 3 12 3 12 3 12 | 45 10 3 944 10 | No couch passes and Cl sets couch passes part of the part of th | 10 55 1200 evela 24-56 24-68 4 24-68 4 24-68 4 24-68 4 24-68 4 24-68 4 24-68 | X 9 06 10:445 11400 nd to 142 64 142 64 141 142 64 142 64 144 144 144 144 | D1 25 3:15: 3:230 Buffa | AM lo, Ne lo, Ne unable of the second sec | D1 23 3:15 3:16 3:16 3:16 3:16 3:16 3:16 3:16 3:16 | eaong 7 and 7 a | 54 100 101 102 < | Store 0 | •00 56 •00 56 | 237 710 7225 New 800 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | AM Yorl The second se | 10 49. 12:45. 14:00. 6 Cent 56-78 56-78 112:55 8 12:408 2 239 0 2 39 0 2 39 0 2 39 0 0 8 20 0 9 40 0 0 10 10 10 10 19 11 2 15 7 12 57 1 2 05 2 15 | (ral) (ral) (0) (0) (0) (0) (0) (0) (0) (0 | · · him · i · · · Dullmon and only | |
| Inglewood. Table No. 1 Table No. 1 EAST-BOUND N. Y. C. R. R. DiagoLaSalleSt.Sta Jaglewood. Schart (C. T.). Soledo (E. T.). Salthart (C. T | PM Condense augstand augs | 5 5 5 7 144 7 14 PM 8402 9 8402 ged Tah 1 1 H 90 1 1 1 S22 9450 222 1 1 0 5551 1 5 3 20 5 50 5 322 1 5 3 3 3 3 3 3 3 44 1 1 1 5 5 5 3 3 3 3 3 3 3 44 1 < | 5 57 7 148 7 148 8005 1 9 10 10 12 10 12 11 10 12 17 12 17 11 12 12 17 12 17 12 17 12 17 12 17 12 17 12 17 13 13 14 36 5 33 6 37 10 53 11 05 12 12 12 12 13 3 5 5 5 5 5 5 13 5 5 5 | AM 11 hicag 44 12 44 12 44 12 44 12 44 12 44 12 44 10 45 | 0, To etable for the second s | 45 10 2 304 10 | And Cl and Cl | 10 55 1200 evela 12465 12465 12465 124666 124666 124666 124666 124666 124666 124666 124666 12 | X 9 06 10:445 11400 nd to r4 68 68 64 Daily Ds r3C00 1 r3C00 1 | D1 25 3:155 3:165 3:230 Buffa | AM lo, Ne patient for the second se | D1 23 3:15 3:26 3:26 3:26 3:26 3:26 3:26 3:26 3:26 | e e e e e e e e e e e e e e e e e e e | 54 001 | Cash and a constraint of the set | 60 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 30 33 7 10 7225 7 New 90 90 10 90 10 90 10 90 10 90 10 90 10 90 11 90 12 90 12 90 12 90 12 10 90 11 54 56 56 52 56 52 56 52 56 56 12 56 12 56 12 56 12 56 12 56 12 56 12 56 10 | AM Yorl The second se | 10 49 12 45 1400 6 Cent 56-78 0 ally 5 11255 8 12408 3 2 03 9 40 0 9 40 0 9 40 0 9 40 0 9 40 0 10 10 9 40 0 10 10 1 2 15 5 2 15 5 2 7 6 30 8 00 8 00 8 28 9 0 1 20 1 2 00 1 | (ral) (ral) (0) (0) (0) (0) (0) (0) (0) (0 | 1 Hu . 1 Dullman aars antw In I | |
| Inglewood. Table No. 1 EAST-BOUND N. Y. C. R. R. DiagoLaSalleSt.Sta DiagoLaSalleSt.Sta inglewood. N. Y. C. R. R. DiagoLaSalleSt.Sta inglewood. Sthart (C. T.). 'oledo (E. T.). andušky. inndale Ekhart (C. T.). 'oledo (E. T.). andušky. inndale Sthatoula. Sthatoula. Sthatoula. Static (Cent. Term.) Suffalo (Cent. Term.) Suff | PM Condense augstage augs | 5 5 5 7 144 7 14 PM 8402 9 8402 ged Tah 1 1 H 90 1 1 1 S22 9450 222 1 1 0 5551 1 5 3 20 5 50 5 322 1 5 3 3 3 3 3 3 3 44 1 1 1 5 5 5 3 3 3 3 3 3 3 44 1 < | 5 57 7 148 7 148 8005 1 9 10 10 12 10 12 11 10 12 17 12 17 11 12 12 17 12 17 12 17 12 17 12 17 12 17 12 17 13 13 14 36 5 33 6 37 10 53 11 05 12 12 12 12 13 3 5 5 5 5 5 5 13 5 5 5 | AM 11 hicag 44 12 44 12 44 12 44 12 44 12 44 12 44 10 45 | 0, To etable for the second s | 45 10 3 944 ledo as the construction of the c | 100 200 <td>10 55 12:45 12</td> <td>X 9 06 10:455 11400 nd to 142 06 142 06 142 06 142 68 68 68 68 69 142 68 142 68 142 68 142 68 142 68 142 68 142 68 5 78 43 11 11 22 2 12 30 4 11 12 22 12 55 6 0 11 12 26 12 55 7 10 14 5 10 14 10 14 5 10 14 10 14 5 10 14</td> <td>D1 25 3:155 3:165 3:230 Buffa </td> <td>AM Io, Ne Bally Ball</td> <td>D1 23 3:15 3:25 3:25 3:20 3:25 3:20 3:25 3:20 3:25 3:20 3:25 3:25 3:25 3:25 3:25 3:25 3:25 3:25</td> <td>exong and and and and and and and and</td> <td>54 54 i00 i01 i215 Ind Bc Ind Ind Bc Ind Ind Ind <t< td=""><td>Canada Canada Ca</td><td>60 EE 20 20 229 45 50 122 122 45 50 6 6 6</td><td>30 323 7 10 7225 7 New 10 10 10 10 10 10 10 10 10 10 10 10 10 11 10 12 18 12 18</td><td>AM Yorl The second se</td><td>10 49 12 45 1400 6 Cent 56-78 0 ally 5 11255 8 12408 2 03 9 2 39 0 7 00 0 9 40 0 10 10 9 40 0 9 40 0 10 10 112 57 12 05 2 15 5 27 6 30 8 00 8 00</td><td>Image: second second</td><td>a i · · · · · · · · · · · · · · · · · ·</td></t<></td> | 10 55 12:45 12 | X 9 06 10:455 11400 nd to 142 06 142 06 142 06 142 68 68 68 68 69 142 68 142 68 142 68 142 68 142 68 142 68 142 68 5 78 43 11 11 22 2 12 30 4 11 12 22 12 55 6 0 11 12 26 12 55 7 10 14 5 10 14 10 14 5 10 14 10 14 5 10 14 | D1 25 3:155 3:165 3:230 Buffa | AM Io, Ne Bally Ball | D1 23 3:15 3:25 3:25 3:20 3:25 3:20 3:25 3:20 3:25 3:20 3:25 3:25 3:25 3:25 3:25 3:25 3:25 3:25 | exong and and and and and and and and | 54 54 i00 i01 i215 Ind Bc Ind Ind Bc Ind Ind Ind <t< td=""><td>Canada Canada Ca</td><td>60 EE 20 20 229 45 50 122 122 45 50 6 6 6</td><td>30 323 7 10 7225 7 New 10 10 10 10 10 10 10 10 10 10 10 10 10 11 10 12 18 12 18</td><td>AM Yorl The second se</td><td>10 49 12 45 1400 6 Cent 56-78 0 ally 5 11255 8 12408 2 03 9 2 39 0 7 00 0 9 40 0 10 10 9 40 0 9 40 0 10 10 112 57 12 05 2 15 5 27 6 30 8 00 8 00</td><td>Image: second second</td><td>a i · · · · · · · · · · · · · · · · · ·</td></t<> | Canada Ca | 60 EE 20 20 229 45 50 122 122 45 50 6 6 6 | 30 323 7 10 7225 7 New 10 10 10 10 10 10 10 10 10 10 10 10 10 11 10 12 18 12 18 | AM Yorl The second se | 10 49 12 45 1400 6 Cent 56-78 0 ally 5 11255 8 12408 2 03 9 2 39 0 7 00 0 9 40 0 10 10 9 40 0 9 40 0 10 10 112 57 12 05 2 15 5 27 6 30 8 00 8 00 | Image: second | a i · · · · · · · · · · · · · · · · · · | |
| Inglewood. Table No. 1 EAST-BOUND CAST-CAST-BOUND CAST-CAST-BOUND CAST-CAST-BOUND CAST-CAST-BOUND CAST-CAST-BOUND CAST-CAST-BOUND CAST-CAST-BOUND CAST-CAST-BOUND CAST-CAST-BOUND CAST-CAST-CAST-CAST-CAST-CAST-CAST-CAST- | PM Condense augstas aug | 5 5 5 7 144 7 14 PM 8402 9 8402 ged Tah 1 1 H 90 1 1 1 S22 9450 222 1 1 0 5551 1 5 3 20 5 50 5 322 1 5 3 3 3 3 3 3 3 44 1 1 1 5 5 5 3 3 3 3 3 3 3 44 1 < | 5 57 7 148 7 148 8005 1 9 10 10 12 10 12 11 10 12 17 12 17 11 12 12 17 12 17 12 17 12 17 12 17 12 17 12 17 13 13 14 36 5 33 6 37 10 53 11 05 12 12 12 12 13 3 5 5 5 5 5 5 13 5 5 5 | AM 11 hicag 44 12 44 12 44 12 44 12 44 12 44 12 44 10 45 | 0, To etable for the second s | 45 10 3 944 ledo as the construction of the c | 100 200 <td>10 55 12:45 12</td> <td>X 9 06 10:455 11400 nd to 142 06 142 06 142 06 142 68 68 68 68 69 142 68 142 68 142 68 142 68 142 68 142 68 142 68 5 78 43 11 11 22 2 12 30 4 11 12 22 12 55 6 0 11 12 26 12 55 7 10 14 5 10 14 10 14 5 10 14 10 14 5 10 14</td> <td>D1 25 3:155 3:165 3:230 Buffa </td> <td>AM Io, Ne Patient II International International Intern</td> <td>D1 23 25 3 :15 3 :15 3 :15 3 :15 3 :16 3 :17 3 :16 3 :17 3 :17 5 :</td> <td>9 9 exercise 9 exercise 9 exercise 9 exercise 9 exercise 9 7 34 5 35 7 34 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 28 9 277 9 28 9 27 9 27 9 27 9 27 9 30 9 30 9 30 9</td> <td>54 54 i00 i01 i215 Ind Bc Ind Ind Bc Ind Ind Ind <t< td=""><td>Control Control Contro</td><td>via auduma 60 55 E 80 55 E</td><td>323 323 7 10 7225 New 100 Pt 400 100 Pt 400 100</td><td>AM Yorl The second se</td><td>10 49 12:45 14:00 56-78 56-78 56-78 56-78 112:55 8 12:408 2 39 0 7 00 0 9 40 0 10 19 1 12 15 2 39 0 7 00 0 9 40 0 10 19 1 1 2 15 2 35 4 3 54 7 5 27 6 30 8 00 8 00</td><td>Image: state state</td><td>we we have a second sec</td></t<></td> | 10 55 12:45 12 | X 9 06 10:455 11400 nd to 142 06 142 06 142 06 142 68 68 68 68 69 142 68 142 68 142 68 142 68 142 68 142 68 142 68 5 78 43 11 11 22 2 12 30 4 11 12 22 12 55 6 0 11 12 26 12 55 7 10 14 5 10 14 10 14 5 10 14 10 14 5 10 14 | D1 25 3:155 3:165 3:230 Buffa | AM Io, Ne Patient II International International Intern | D1 23 25 3 :15 3 :15 3 :15 3 :15 3 :16 3 :17 3 :16 3 :17 3 :17 5 : | 9 9 exercise 9 exercise 9 exercise 9 exercise 9 exercise 9 7 34 5 35 7 34 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 277 9 28 9 277 9 28 9 27 9 27 9 27 9 27 9 30 9 30 9 30 9 | 54 54 i00 i01 i215 Ind Bc Ind Ind Bc Ind Ind Ind <t< td=""><td>Control Control Contro</td><td>via auduma 60 55 E 80 55 E</td><td>323 323 7 10 7225 New 100 Pt 400 100 Pt 400 100</td><td>AM Yorl The second se</td><td>10 49 12:45 14:00 56-78 56-78 56-78 56-78 112:55 8 12:408 2 39 0 7 00 0 9 40 0 10 19 1 12 15 2 39 0 7 00 0 9 40 0 10 19 1 1 2 15 2 35 4 3 54 7 5 27 6 30 8 00 8 00</td><td>Image: state state</td><td>we we have a second sec</td></t<> | Control Contro | via auduma 60 55 E 80 55 E | 323 323 7 10 7225 New 100 Pt 400 100 Pt 400 100 | AM Yorl The second se | 10 49 12:45 14:00 56-78 56-78 56-78 56-78 112:55 8 12:408 2 39 0 7 00 0 9 40 0 10 19 1 12 15 2 39 0 7 00 0 9 40 0 10 19 1 1 2 15 2 35 4 3 54 7 5 27 6 30 8 00 8 00 | Image: state | we we have a second sec | |
| Inglewood. Table No. 1 Table No. 1 EAST-BOUND N. Y. C. R. R. ChicagoLaSalleSt.Sta Inglewood. Status of the second second Control and the second second Control and the second second second Status of the second | PM Condense autgente autg | 5 5 5 7 i43 PM 8402 ised Tah ised Tah ised Tah ised Tah ised Sale ised Tah ised Sale ised Tah ised Sale ised Tah ised Sale ised Tah ised Sale ised S | 5 57 7 16 7 148 8205 10 10 12 10 12 10 12 10 12 11 10 12 11 12 11 12 11 12 11 12 12 10 53 10 53 11 05 12 26 11 05 12 13 14 5805 6 54 10 53 11 05 11 05 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 12 12 13 | A 10 11 A 11 A 11 A 12 A 11 A 12 A | 0, To 2:45: 2: | 11 12 10 12 11 12 10 12 11 12 10 12 11 12 | 2 2453 2453 2 2 4458 34458 and Cl augumung 4458 34458 and Cl augumung 4458 34458 augumung 4458 34458 34458 augumung 44588 34458 34458 augumung 44588 34458 34588 augumung 44588 34458 34588 augumung | 10 55 12:45 12 | X 9 06 10 i45 11 000 nd to nd | D1 25 3:155 3:165 3:20 Buffa | AM Io, Ne Bally Ball | D1 23 3:15 3:26 3:26 3:26 3:26 3:26 3:26 3:26 3:26 | end end ally D b 332 b 277 c 332 b 777 c 3007 c 300 | b4 in0 i00 i01 i00 i01 i01 i01 i01 i0 | Ston St | via via e60 56 E E 20 20 20 20 20 20 20 20 20 20 | 30 33 7 10 7225 7 New 9 9 9 1 9 <td>AM Yorl Transform AM Yorl Control The Sector AM AM AM AM AM AM AM AM AM AM</td> <td>10 49 12 45 1400 6 Cent 56-78 0 ally 5 11255 8 12408 8 12408 8 2 239 0 7 00 0 9 40 0 10 10 9 10 19 1 12 57 0 1 20 5 2 15 5 2 3 54 7 5 27 6 30 8 00 8 00</td> <td>Image: second second</td> <td>Hatat I Dullman aara anla I.</td> | AM Yorl Transform AM Yorl Control The Sector AM AM AM AM AM AM AM AM AM AM | 10 49 12 45 1400 6 Cent 56-78 0 ally 5 11255 8 12408 8 12408 8 2 239 0 7 00 0 9 40 0 10 10 9 10 19 1 12 57 0 1 20 5 2 15 5 2 3 54 7 5 27 6 30 8 00 8 00 | Image: second | Hatat I Dullman aara anla I. | |
| Inglewood. Chicago(LaSalleSt.Sta. Table No. 1 EAST-BOUND N. Y. C. R. R. ChicagoLaSalleSt.Sta Singlewood. South Bend ChicagoLaSalleSt.Sta Singlewood. South Bend ChicagoLaSalleSt.Sta Singlewood. Suffalo (E. T.) Soledo (E. T.) Soledo (E. T.) Saduaky. Lindale Ceveland. (UnionTer.) Sast Cleveland Sinfalo (Cent. Term.) Suffalo (Cent. Ter | PM Condense autgente autg | 5 55 7 i44 PM 8402 sed Tah Frank Frank Sale Frank F | 5 57 7 148 7 148 8 100 10 12 10 12 10 12 10 12 10 12 10 12 10 12 10 12 10 12 10 12 10 53 10 53 10 53 10 53 11 05 12 12 13 14 14 36 5 5 10 53 11 05 12 12 13 4 5 6 11 05 12 12 13 11 14 36 15 3 16 5 17 14 <td>A 10 A 11 A 11 A 12 A 11 A 12 A 12</td> <td>0, To 445 is 100 92 10, To 428 10, To 142 10, 355 104, 45 10, 455 104, 45 10, 455 104, 45 10, 455 104, 45 10, 455 10, 458 12, 155 12, 155 13, 155 15, 155</td> <td>45 10 3 944 ledo a up to see the second se</td> <td>2 445 2 445 2 445 445 45 445 45 445 45 445 45 445 45 445 45 445 45 45 45<</td> <td>10 55 12:45 12</td> <td>X 9 06 10 id 5 11 id 00 nd to nd to</td> <td>D1 25 3:15: 3:16: 3:20 Buffa </td> <td>AM Io, Ne Patient 18 10, Ne 10, Ne</td> <td>D1 23 3:15 3:15 3:20 2:00</td> <td>eacing the second secon</td> <td>b4 bi0 i00 gll5 nd Bc gll5 and Bc and Bc</td> <td>Canada Canada Ca</td> <td>45 20 20 20 20 220 45 50 45 50 45 50 45 50 50 50 50 50 50 50 50 50 5</td> <td>323 710 7225 710 800 710 900 900 900 900 900 900 900 900 900 900 900 910 900 911 900 911 900 911 911 922 920 911 920 911 920 911 920 911 920 911 920 911 920 911 920 911 920 911 920 911 920 912 921 920 921 920 921 920 921 920 921 920 921 920 921 920 921 920 921 920 921</td> <td>AM Yorl Tripped Second Second Second Y Daily Part Second Second Second Y Daily Y Dail</td> <td>10 49 12 45 1400 6 Cent 56-78 56-78 11255 8 12408 2 39 0 8 20 9 40 0 10 10 10 19 11255 8 12408 2 39 0 8 20 9 40 0 10 10 10 10 11 2 57 0 8 20 10 10 10 10</td> <td>iral ussection 42 Daily PM </td> <td>I III Dullan cort only III.</td> | A 10 A 11 A 11 A 12 A 11 A 12 A 12 | 0, To 445 is 100 92 10, To 428 10, To 142 10, 355 104, 45 10, 455 104, 45 10, 455 104, 45 10, 455 104, 45 10, 455 10, 458 12, 155 12, 155 13, 155 15, 155 | 45 10 3 944 ledo a up to see the second se | 2 445 2 445 2 445 445 45 445 45 445 45 445 45 445 45 445 45 445 45 45 45< | 10 55 12:45 12 | X 9 06 10 id 5 11 id 00 nd to nd to | D1 25 3:15: 3:16: 3:20 Buffa | AM Io, Ne Patient 18 10, Ne 10, Ne | D1 23 3:15 3:15 3:20 2:00 | eacing the second secon | b4 bi0 i00 gll5 nd Bc gll5 and Bc | Canada Ca | 45 20 20 20 20 220 45 50 45 50 45 50 45 50 50 50 50 50 50 50 50 50 5 | 323 710 7225 710 800 710 900 900 900 900 900 900 900 900 900 900 900 910 900 911 900 911 900 911 911 922 920 911 920 911 920 911 920 911 920 911 920 911 920 911 920 911 920 911 920 911 920 912 921 920 921 920 921 920 921 920 921 920 921 920 921 920 921 920 921 920 921 | AM Yorl Tripped Second Second Second Y Daily Part Second Second Second Y Daily Y Dail | 10 49 12 45 1400 6 Cent 56-78 56-78 11255 8 12408 2 39 0 8 20 9 40 0 10 10 10 19 11255 8 12408 2 39 0 8 20 9 40 0 10 10 10 10 11 2 57 0 8 20 10 10 10 10 | iral ussection 42 Daily PM | I III Dullan cort only III. | |
| Inglewood. Table No. 1 Fable No. 1 EAST-BOUND A. Y. C. R. R. DisgoLaSalleSt.Sta noth Bend Hickart (C. T.). oledo (E. T.). adusky inndale Heveland (UnionTer.) ast Cleveland. Sitabula Sitabula Sitabula Sitabula est field Dunkirk Unfalo (Cent. Term.) Sitabula Cent. Term.) Sitabula Sita | PM Condense utgstag utg | 5 55 7 id 4 PM 8402 Sed Tah F 4 4 50-4 X4 10 22 50-55 11 55 8 38 5 05 5 32 5 00 6 0 00 5 11 6 09 8 38 45 3 30 5 11 6 09 8 38 45 3 30 6 00 6 0 00 5 11 6 09 7 7 555 7 9 35 10 45 10 45 1 | 5 57 7 148 7 148 8 10 9 10 10 12 11 10 12 17 12 12 11 10 12 17 12 12 12 17 12 12 12 17 12 17 12 17 13 12 14 36 5 33 6 37 12 13 14 36 5 33 6 37 10 512 12 26 11 05 12 26 13 34 14 36 15 10 10 512 12 26 13 34 | Line of the second seco | 0, To 2:45 is 100 92 2:45 is 100 92 10- 142 10- 142 10- 142 10- 142 10,355 10/48 12 47 2 9 15 9 24 10 38 12 47 9 22 9 24 10 38 12 45 9 24 10 - 12 45 9 22 11 38 12 45 12 45 10 - 12 45 9 24 10 - 12 45 9 22 10 - 12 45 9 24 10 - 12 45 9 22 10 - 12 45 12 39 12 45 12 25 12 45 12 25 12 25 15 25 12 25 12 25 12 25 15 25 12 25 12 25 12 25 15 25 12 25 15 25 1 | 45 10 3 944 10 | 2453 2453 2453 2453 2453 2453 2453 2453 2453 2453 2453 2453 2453 2453 2453 2553 2453 2553 2453 2553 2553 2553 2553 260 2553 260 2635 964 200 200 2011 200 2011 200 202 2011 2030 202 2030 2011 2040 2011 2050 2011 2050 2011 2050 2011 2050 2011 2050 2011 2050 2011 2050 2011 2050 2011 2050 2011 2050 2011 2050 2011 2050 | 10 555 12:00 evela 24-68 4 Daily 0 PM 4 Daily 1 1 esered 24-68 8 20 24-68 8 24-68 25 26 26 26 26 26 26 27 27 26 26 26 26 27 26 26 27 27 26 26 27 26 26 26 27 27 27 28 20 | X 9 06 10 i45 11 a00 nd to nd | D1 25 3:15: 3:3:30 Buffa - aver 14 4: 25: 25: 25: 25: 25: 25: 20: 27: 20: 27: 20: 20: 20: 20: 20: 20: 20: 20: 20: 20 | AM Io, Ne Patient II International International Intern | D1 23 3 :15 3 :15 3 :15 3 :15 3 :15 3 :16 3 :17 3 :16 3 :17 3 :16 3 :17 3 :17 5 | Participant autor a | b4 in0 i00 i01 i00 i01 i01 i01 i01 i0 | Canada Ca | via atjdmg 60 E 20 20 20 20 20 45 55 445 27 50 445 27 50 445 27 122 445 20 21 22 445 9 12 12 12 13 14 15 16 17 18 18 | 323 323 710 7225 New 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 100 110 | AM Yorl The second se | 10 49 12 45 1400 6 Cent 56-78 0 ally 5 11255 8 12408 8 12408 8 2 239 0 7 00 0 9 40 0 10 10 9 10 19 1 12 57 0 1 20 5 2 15 5 2 3 54 7 5 27 6 30 8 00 8 00 | Image: second | | |

| Processor Processor <t< th=""><th>Table No. 2 The ti</th><th>Condensed Table—N me given is Eastern Standar</th><th>ew York, Bost rd Time Detroit an</th><th>ston, Detroit and Chicago via Michigan Central Railroad and east and Central Standard Time at stations west of Detroit</th></t<> | Table No. 2 The ti | Condensed Table—N me given is Eastern Standar | ew York, Bost rd Time Detroit an | ston, Detroit and Chicago via Michigan Central Railroad and east and Central Standard Time at stations west of Detroit |
|--|---|---|---|--|
| Struck Has Has< | New York Carlo Control | The Cayuga Cayuga New Regland Wolverine Wolverine Detroiter | Express The Niagara Berkshire Iroquois | Express Express Express Express Express Express Express Express Clinion Clinion Mine b With Clinion Mine Mine Mine Mine Mine Mine Mine Min |
| Table No. 3 New York, Boston and Toronto (Jia Toronto, Hamilton and Buffalo Line Starions Table 4a Boston and Chicay New York (G.C. Term.). A Mage 20 Springted Table 4a Boston and Chicay Table 4a Boston and Maine and New York Central Wellaw Wellaw Table 4a Boston and Maine and New York Central | N.Y.C.R.R. Daily Daily <thdaily< th=""> Daily Daily</thdaily<> | $\begin{array}{ c c c c c c c c c c c c c c c c c c c$ | ily Daily D | $ \begin{array}{c} 50 \ 122 \\ 122 \\ 123 \\ 6 \ 637 \ 635 \\ 126 \ 637 \ 635 \\ 126 \ 637 \ 635 \\ 112 \ 637 \ 6$ |
| Brantlord (T. H. & B.) | Via Toronto, Har Ites STATIONS 0.0 ts New York (G. C. Term.) | billton and Buffalo Li Daily Dail | me All Daily All 015 22 5 12.05 12.05 116 51 22.5 12.05 12.05 12.04.9 12.1 PM PM 12.05 12.04.9 12.1 PM PM 12.05 12.18 4.06 13.0 5.23 13.0 5.23 5.50 3.12.18 4.06 9.50 22.50 Lv N 9.50 25.50 Lv N 110 15.5 20 Lv N 112.01 3.01 Ar 1 12.03 4.40 Ar 1 | Layover Car A through sleeping car between New York and Chicago with a whole day at Niagara Falls WESTBOUND New York Central v. New York (No. 29) |
| | Syracuse | 112 200 6 10 11 35 8 12 7 20 12 45 4 15 8 35 001 1 00 4 45 9 700 10 715 13 2 45 8 18 6 17 10 786 11 742 0 14 3 48 8 15 12 720 1720 2726 41 4 57 9 42 | 1 808 | r. Chicago |
| For Explanation of Reference Marks and Notes. See Page 3 For Parlor. Sleeping and Dining Car Service. See Pages 15 to 22 | Harmon | 34 9/14 6/17 | 8429 LA | v. Buffalo (Cent. Term.) (No 44) 9.55 P.M. "Fitchburg" |

The Water Level Route

| Table 5 Condensed Table—New York, Boston, Cinci | nnati, St. Louis and the Southwest—Via Big Four Route stations east and Central Standard Time west of Cincinnati and Bellefontaine |
|---|--|
| STATIONS 51 1-3 +39 +15 19 27 +11 29 49 +59 Baily Baily Bail | |
| N. Y. Central AM AM PM | AM C. C. C. & St. L. (Big 4) PM AM PM AM PM PM PM PM |
| * Harmon 9h24 h9 55 h1 r05 h3 50 h6 22 h7 21 h7 11 h9 55 r12h40 * Poughkeepsie 10 54 R7 25 8 h10 51 | 2 52 6 Group social 3 30 9 5 10 10 99 |
| Ly Boston (So. Sta.) $4130 \ 9 \ 30 \ 12 \ 30 \ 3 \ 40 = 3740 \ r6 \ 20 \ r7 \ 35$ | 11 15 12 36 4 Anderson |
| * Springfield 8'00 12 05 2 55 6 17 6 717 78 57 * Pittsfield 10'14 1 48 4 29 7 57 7157 710 40 * Chatham 11'98 52 7 88 37 88 77 # Albany 11*50 3 05 5 38 9 15 r12 00 | 4 46 * Bellefontaine (E.T.) 12 05 3 35 = 5 33 5 8 50 10 40 2 43 4 15 |
| N. Y. C. R. R. AM PM PM PM PM PM PM PM AM AM Jw Albany | 5 50 Ly Cincinnati |
| [■] Utica | 8 04 * Dayton |
| * Rochester 3 41 5 41 8701 10 44 | 12 50 Ar Cleveland |
| Ar Cleveland, | 5 23 Ar Buffalo (C'nt Term.) 9 10 10 53 |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 3 00 "Svracuse |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 6 20 " Albany |
| Ar Marion 12 18 4 25 5 11 27 $\overline{9}$ 908 3 13 "Bellefontaine 1 10 5 25 12 20 $\overline{9}$ 955 4 15 "Bullefontaine $\overline{10}$ $\overline{10}$ $\overline{12}$ 20 $\overline{9}$ 955 4 15 "Union City $\overline{10}$ $\overline{12}$ $\overline{12}$ 29 $\overline{55}$ 4 22 | 7 10 Ar Chatham w = 2 2 2 1020 4 29 1 28 |
| | 10 50 Springfield 50 50 9 28 9 28 |
| "Peoria | 1 26 Ar Poughkeepsie N |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 2 07 * Harmon |
| Table 6Boston, Buffalo, Toronto, Ashta | bula, Youngstown and Pittsburgh |
| Miles STATIONS Daily Daily Sun. Daily Daily Sun. Sun. Daily Sun. Sun. Daily Sun. Sun. Daily Sun. < | STATIONS Ex. Sun. Daily Daily Daily Ex. Sun. Daily P. & L. E. Nos. 5 43 33 7 |
| 44 3 "Worcester 850 12 36 | W Pildtsburgh |
| 98.3 " Springfield | "B, FN. Brighton. 10 38 2 53 aa 12 11 "New Castle 10 49 2 59 5 46 12 25 r Youngstown. 11 35 8 46 6 25 11 5 |
| 200.4 Ly Albany | N.Y. C. Franklin Div. Nos. 4 82 6 84 18 72 y Youngstown For local ser- 7 30 11 40 3 50 6 28 125 125 125 125 125 125 125 125 125 125 |
| 494.2 Ar Buffalo (Cent. Term.) 11 20 12706 9 50 12 50 5 00 | r Ashtabula) table form 100 9 40 1 07 5 30 7 53 7 45 3 05 N.Y.C. Main Line Nos. 60 82 44 84 10 72 |
| Ly Toronto (C. P.). 8 00 9 30 1 00 " Hamilton (T. H & B.). 9 10 10 40 2 10 1 "Ar Buffalo (Cent. Term.) | y Ashtabula. 9 48 1 10 5 35 7 55 10 43 3 05 "Erie. 10 45 2 07 6 44 8 45 11 38 3 67 r Buffalo (Cent, Term.). 12 45 4 05 9 10 10 33 140 6 00 M. C. Nos. 79 83 75 75 75 75 |
| N.Y. C. Main Line Nos. 41 27 81 43 83 1 0.0 ly Buffalo (Cent. Term.) 12 25 10 02 1 05 5 10 | v Biffalo (Cent. Term.) |
| 128.0 AF Assitabula 5 20 7 11 1 04 4 00 7 9 N.Y. C. Franklin Div. Nos. 79 3 81 5 17 83 | N.Y. C. Main Line Nos. 50 42 44 8 10 10 18 y Buffalo (Cent. Term.) |
| 153.1 "Andover } vice see time 4 18 8 45 1 42 4 45 7 31 8 30 191 4 & Youngstown table form 100 5 35 9 55 2 40 5 50 9 21 | r Rochester 2 13 6 17 11 17 8 28 5 5 6 10 6 10 10 11 1 17 1 8 28 5 7 10 10 11 11 17 1 1 17 1 1 1 17 1 1 1 1 |
| 191.4 Ly Youngstown 5 45 10 09 2 47 5 55 9 26 10 10 73 32 6 38 10 06 10 | # Alliany. 6 25 12 01 3 54 N4 30 9 25 9 25 1 25 B. & A. Nos. 42 8 8 |
| | r Springfield. 3 50 7r55 7r55 "W wrecester 5 20 9r35 9r35 tr Boston. 6 40 10r45 10r45 PM AM AM AM AM AM PM |
| Table 7 Chautauqua 1 | Lake and Jamestown, N. Y. |
| westfield | STATIONS Daily Daily |
| Ar Point Chautauqua 7 01 9 09 10 34 11 55 3 16 4 25 6 52 8 38 9 16 10 48 | " Polut Chautauqua (8tr.) " Polut Chautauqua 7 37 9 23 10 48 1 50 3 21 5 52 7 27 8 04 9 45 11 25 # Westfield |
| For Explanation of Reference Marks, See Page 3 | For Parlor, Sleeping and Dining Car Service, See Pages 15 to 22 |
| 27 The Wate | r Level Route ²⁸ |

| Table 8 New York, Chicago | , Buffalo and the Adirondac | ks and Montreal | Table 11 New York, Rutland, Burlington and Montreal |
|---|---|---|---|
| (See Adirondack I 51 27 45-43 [| Division Time Table for Complete | \$ervice) \$2 4 \$in. 1 | Via Rutland Railroad NORTH-BOUND |
| Sun. Daily Daily AM | Sun. Sun. | Ohiy Daily RM PM 9 50 6 25 | STATIONS 143 41 71 45 |
| " New York (125 St. Sla.) | " Montreal West | 0702 6737 1 25 7 38 | Miles Daily Sun- Daily Daily Daily Daily AM |
| Main Line Train Nos. 22 36 68 | ar matolie 10 50 i tw Malone 10 40 "Loon Lake 11 29 ar Lake Clear Jct 11 29 | 12 35 8 55 | $\begin{array}{c} \hline & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 &$ |
| " Toledo (È. T.) 11/27 78 43 " Cleveland | Ar Saranac Lake 12 35 | | |
| Ly Buffalo (Cen. Term.) 9737 8 00 3 19 " Rochester | Ly Lake Placid | 1 10 9 15 | 201 9 4 Manchester (Rut.R.) 2 45 7 29 2 232 232 33 9 37 233 3 4 Rutland. 3 37 8 30 b 3 103 10 3 10 10 50 239 3 4 Protor |
| Ar Utica 1739 12 55 7 21 Adirondack Division 3 5 11 17 | "Sorange inn 5 20 10 10 | 9 16 10 45 | ¹ 249.4 " Brandon |
| I uf Officia. I 43 I 40 I8 35 §9 15 I v Ordgate. I 43 I 40 I8 35 §9 15 " Woodgate. I 43 I 40 I 80 I 10 26 " Woodgate. I 43 I 40 I 10 | "Childwold | 3 03 11 35 17∫11 46 26 11 56 | 300.6 "Burlington |
| " Thendara | "Beaver Kiver | 56 <i>f</i> 12 31 | · · · · · · · · · · · · · · · · · · · |
| " Raquette Lake nn520 | (Deale Dear(D I Dr.) ani 20 | | |
| " Beaver River | Eagle Bay (R. 1. Ry.) M14 80 U Carter 9 35 24 40 "U Carter 9 35 24 40 " Thendara. 9 48 300 " McKeever 10 05 3 13 " Woodgate. 10 16 3 13 " Forestport. 10 26 3 22 " Muth Line Train Nos. 337 39-41 | 41 1 10 58 <i>f</i> 1 33 10 <i>f</i> 1 44 | STATIONS 18 144 78 78 72 144 78 144 15 144 15 144 15 144 15 144 |
| " Childwold 5 18 5 11 12 48 12 57 " Tupper Lake Jct 5 29 5 35 1 18 1 18 | | b 22 <i>f</i> ¹ 54 b 2 55 b 255 | Ly Montreal (C.N.Ry.). Burlington (Rut.R.R.). 7 2512 12 13 40 5 10 10 00 12 10 |
| ^a Lake Clear Jct 6 09 6 08 1 48 1 48 | " Syracuse 12 55 76 25 | 6 17 7 40 75 43 | " Widdlebury |
| Ar Saranac Lake 0 37 6 43 2 15 2 30 " Lake Placid | Ar Buffalo (Cen.Term.) 4 08 79 25 | 11 20 78 40 | ^a Brandon |
| Ly Lake Clear Jct 6 19 6 23 2 00 & Loon Lake 6 52 6 53 2 37 | | | "Manchester |
| Ar Valleyfield | | 6 35 4 18 | kr Albany (Belt Line) 1 25 5 0010 2711 27 "Harmon |
| | Ar New York (G. C. Term.) 5 02 9 30 PM PM | III 45 9 30 <td>Ar New York (G.C.Term.) 5 02 8 00 5 05 5 05 7 43</td> | Ar New York (G.C.Term.) 5 02 8 00 5 05 5 05 7 43 |
| Table 9 Detroit, Toledo | and Pittsburgh | | |
| New York Central—Erie- STATIONS (Eastern Time) 52 Daily 86 Daily 88 Daily | d STATIONS) 251 85 | Table 12 New Y | ork, Plattsburgh, Montreal, Ottawa and Quebec |
| Miles (Eastern Time) Daily Daily Daily 0.0 Lv Detroit (M. C Term.) 8 00 1 30 11 10 | (Eastern Time) Daily (P. & L. E. R. R.) | PM Vi | a Delaware & Hudson Railroad |
| 57.6 Ly Toledo 10 00 3 10 1 00 104.4 " Sandusky 11 03 4 15 2 05 139.1 " Elyria 11 50 5 00 10 164.3 # Cleveland 12 38 5H45 H3 45 13 | Ly Pittsburgh | 2 20 2 26 | NORTH-BOUND |
| (Erie R. R.) Ly Cleveland | Ly Youngstown | 1 35 Miles STATIONS | 1 143 41 41 19 31 65 45 Ex. Sun. Ex. Daily Daily Sun. Only Sun. Daily Daily Daily |
| (P. & L. E. R. R.) Ly Youngstown | Ly Cleveland | 0.0 Ly N. Y. (G.C. Tell 4.2 " N. Y. (125th St | rm.) 9000 SA45 12.40 12.40 r5.30 8.00 9.45 12.25 |
| 251.8 "Newcastle | Ar Toledo | 5 03 08 7 45 142.2 " N. Y. (125th St 32.7 " Harmon 142.2 Ar Albany | 9h5510h40h1 34 1h34 r6h22 8h56 h10 40 1 21 12 23 3 54 3 54 r8 52 11 44 4 20 1 02 E 15 4 90 0 15 12 15 15 17 0058 20 |
| Table 9a Chicago and | Dittehurch | Iv Albany | 12 30 0 10 9 20 0 10 14 10 11 00 80 00 |
| New York Central—Erie | -Pittsburgh & Lake Erie | 180.6 Ar Saratoga Spring 237.3 "North Creek | s. 1 45 2 00 6 30 5 30 10 25 1 33 g 8 23 9 58 |
| STATIONS 52 150-86/84-88 80 90 56 Miles STATIONS Baily Daily Da | STATIONS Daily Daily <thdaily< th=""> Daily Daily <</thdaily<> | Daily 212.2 " Lake George PM 270.0 " Westport 270.0 " Westport | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |
| 0.0 (LaSalle St. Sta.) 8538 5513 9528 1153 125 | Uv Pittsburgh 8 00 1 00 6 00 9 30 08 " Beaver | 11 45 309.7 " Plattsburgh 12 20 375.5 " Montreal 12 26 486.7 " Ottawa (C.P.F. | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |
| 0.1 Eligiewood 904 545 956 12h 28.2 Garv 904 545 956 12h 100.6 "Elkhart 4 45 10 55 7 181 45 2 233.6 "Toledo (E.T.) 10 03 310 100 320 7 10 100 9 145 455 57 750 10 | 00 In Voungetown 0 40 2 35 7 3511 10 | 1 35 | y.).] PM 17,000 PM PM J PM Noon' 2,000 PM 1AM |
| 233. Ar Cleveland 12 38 H5 45 H3 45 H5 35 7 50 10 140.2 Ar Cleveland 12 88 H5 45 H3 45 H5 35 7 50 10 (Erie R.R.) Ly Cleveland 2 15 6 00 4 00 5 45 8 20 10 | 55 4 Warren 10 05 3 00 8 00 11 32 | 1 51 2 01 1 15 | SOUTH-BOUND |
| 192.6 Ar Warren. 3 35 7 15 5 00 6 9 9 6 20 15 9 6 16 9 36 12 13 15 5 00 6 16 9 36 12 13 15 7 15 5 00 6 16 9 36 12 13 16 17 15 5 15 12 12 16 12 12 10 10 12 12 10 10 12 12 10 10 12 12 10 10 12 12 10 10 12 12 10 10 12 12 10 10 12 10 10 12 12 10 10 12 15 13 10 10 12 10 10 12 10 10 12 10 10 12 <th10< th=""> <th10< th=""> 12</th10<></th10<> | 28 (N.Y.C.R.R.) 45 Ly Cleveland 12 47 H4 15 11 50 1 21 | H3 35 10 | |
| (P. & L.E.R.R.) ty Youngstown 127.7 kr New Castle 4 05 7 45 5 55 7 25 10 05 12 127.7 kr New Castle 4 18 8 22 6 38 8 05 10 47 1 145.6 Beaver 4 58 8 87 E 8 21 11 02 2 | Ar Toledo (E.T.) 3 08 6 45 3 30 | | |
| 171 / L Dittaburgh 5 25 0 15 7 30 9 (0011 33 2 | 55 " Elkhart | 100 " Ottawa (C.P.Ry.) " Montreal | 5 30 k§3 45 + 16 15 |
| | and Toronto | "Westport | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |
| New York Central-Michigan Ce | ntral, T. H. & B., Canadian Pacific | * North Creek Saratoga Springs. 7 | |
| Miles STATIONS 60 52 142 Daily Daily D AM PM PM PM AM PM PM PM | PM AM PM | Baily Ar Troy | 10 9 15 10 50 1 30 6 15 6 10 |
| 185 1 Ar Buffalo (Cent. Term.) 12 45 5 20 2 55 | Ly Hamilton (T. H. & B.). 10 40 2 10 4 32 & Buffalo (Cent. Term.) (M.C.) 12 45 4 15 | 9 10 # Albany | 20 9 45 11 10 1 40 6 32 7 08 |
| 242.7 Ar Hamilton (T. H. & B.). 4 40 8 05 6 35 6 282.7 Ar Toronto (C. P). 5 50 9 15 7 50 7 | 6 35 7 50 Ar Cleveland (N. Y. C.) 5 23 9 25 PM PM | ² ⁵⁴ ⁴ N. Y. (125th St.). 11 ⁴ N. Y. (G.C. Ter.). 12 | i54 1 49 3 i21 i4 51 i7 49 i9 19 9:59 |
| For Explanation of Reference Marks | | | ag Car Service, See Main Line Trains, Pages 15 to 22 |
| 2 | 9 You | Can Sleep | 30 |



| Elevation Above Sea | NORTH AND WEST BOUND | 835 Ex. Sun. | 337 Daily | 9 Daily | 75 Ex Sun | 95 Ex. Sun | 195 Sun. O nly | 51 Daily | 409 Ex. Sun. | 1 Daily | 193 Sun Onl | , 143 y Daily | 93 Ex. Sun | - 307 Daily | 5 Daily | 77 Ex Sun | 177 Sun Only | 39 Daily | 41 Daily | • 165 Sat. Only Note | 543 ExSun | Ex. | 125 ♦ Sat. Only Note | 87 Daily | 7 Daily | 173 Ex Sun | 25 Daily | 15 Daily | 61 Daily | 167 Ex. Sun. | 67 Daily Note | 5 Dai |
|------------------------|--|----------------------|--------------------|--------------|------------------------------|----------------------|----------------------------------|----------------------|-------------------------|---------------------|---|------------------|--------------------------|---|----------------|------------------------------|------------------------------|--------------------------|--------------------------|----------------------------------|--------------|-------|--------------------------------------|-------------------|---------------|----------------------|---------------------------------------|---------------|----------------------------------|----------------------|-------------------------------|----------|
| |) 245 | AM | AM | AM | AN | AM | AM | AM | AM | AM | AN | | AM | | AN | MA | AM | PM | PW | PM | 1 | PN | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| 38 43 20 | Ly N. Y. (0.C. Term.) # N. Y. (125th St.) # Yonkers | | | 5 04 5 18 | | 7 35 7h45 9 06 | 7 50 8/100 8 19 | | 1.11.11 | 03720 | h9 48 | 8 h9 5 | 5 10 1 6 10h2 10 3 | | 11211 | 11h40 12 00 | 11h40 | 12/20 | 12 40 12/150 Y1 08 | k1h14 | | •••• | 1 50 h2 01 | 2 00 | 2 04 h2 14 | 2 07 2/17 2 35 | 2 45 | 3 00 | 3 03 h3 13 | 3 25 3/35 | 4 00 | |
| 4 | "Ossining | | | 5 50 6 00 | 7 07 7 16 | 8 19 8 31 | 8 36 | | | 5125 | 10 23 10 3 | 3 | . 10 5 | | | 12 13 12 27 | 12 13 12 27 | 12.05 | h1 34 | k1 45 k1 54 k2 02 | | | | | | 0 00 | | 2250 | | | 4/150 | |
| 12 | " Harmon) R b b b b b b b b b b b b b b b b b b | | | 6 10 6 27 | 7 26 7 54 8 02 | 8 39 8 57 9 05 | 8 57 9 22 9 30 | | | 9/155 | 10 41 | 10/14 | . 11 2 | | 11/100 | 12 36 12 54 1 02 | 12 54 | 1//05 | //1 34 | | | | 2/146 3 00 | | 3/101 | | h3 35 | | 115 58 | 1 40 | | |
| | " Clarrison | | | 6 47 | 8 02 8 10 8 16 8 21 | 9 13 9 19 | 9 38 9 45 | | | | $ \begin{array}{c} 11 \\ 11 \\ 11 \\ 11 \\ 24 \end{array} $ | 9 | | | | 1 02 1 10 1 16 1 21 | 1 10 1 16 | | | 12 31 12 38 | | ••••• | | | | 3 51 3 57 4 02 | - | on. | | 4 50 | | |
| 5 | W Beacon (Newburgh) | | | 7 00 | 8 35 8 42 | 9 33 9 41 | 10 01 10 08 | | | 10 31 | 11 2 11 3 11 4 | ···· | 12 0 | | | 1 31 1 38 | 1 31 | | 2 11 | k2 57 | | | | | | 4 14 | | cers carrie | | 5 01 | | |
| 11 36 | | | | 7 29 | 9 09 | 10 01 | 10 15 10 29 10 55 | | | 10 54 | TO O | | . 10 0 | | 12 48 12 48 | | 1 47 2 05 2 05 | | 2 33 | k3 04 k3 21 | | | 3 52 | | | | Century | | 4 58 | 5 32 5 32 5 38 | ore | |
| | " Charles and the second second second | | | | 9 20 9 28 9 37 | | 11 06 | Express | | | Only | | 12 4 | | | | 2 17 | nly. carried | | 23 32 23 32 23 40 23 49 | | | ly, .24 | ntied | | 4 51 | | Car assen | | 5 43 5 51 6 00 | e Commodore Vanderbilt | ate |
| 11 | " Tivoli | | | | 9 37 9 46 9 54 | | $\frac{11}{11}$ $\frac{23}{32}$ | | | X | Sunt | | 111 | | awk | | 2 34 2 43 2 52 3 09 | rs only gers ca | | 13 58 .14 06 | • • • • • • | | Dec. | 20 | | | tilet | llmar ch p | <u>x</u> | 6 10 | Com | Ip St |
| 78 | " Germantown | | | | 10 03 10 16 | | 11 40 11 49 12 00 12 05 | State | | | SUI | Laurentian | 1314 | | Mohawk | | 3 09 3 21 3 26 | man Cars o passengers | | k4 19 k4 27 k4 32 | | | Runs Saturdays also Nov. 26 and 1 | ince | | | Twentleth | Pul | | 6 28 6 39 6 44 | 'he (| 2. |
| 79 | Ly Hudson | | | 8815 | 10 24 10 32 | | 12 20 | | | 11 49 | | aure | 1520 | | Je | | 3 34 3 42 | Coach | 3 20 et | k4 40 k4 48 | | | Runs Iso Nov | Adva | 4 58 | | | | 5 46 | 6 6 55 7 03 | F | |
| 7 10 7 | " Newton Hook (Cox'k'e) Stuyvesant Schodack Land'ng | | | | 10 39 10 45 10 54 | | 12 35 12 41 12 50 | Empire | | | | The I | | 2 · · · · · · · · · · · · · · · · · · · | | ••••• | 8 51 8 57 4 06 | No | The Cayuga | k4 55 k5 01 k5 10 | | | | | | | | | | 7 16 7 25 | | |
| 30 | Ar Albany | | | | 11 01 11 15 | | 12 58 1 12 | ii 20 | | 12 23 | | : | 2 3 | 8 | 2 04 | | 4 18 4 27 | 3 10 | | 15 17 15 30 | | | | | 5 35 | | | 5 56 | 6 20 | 7 88 0 7 47 5 | | 70 |
| 29 | Ar Troy Iv Albany "West Albany Schenectady | 7 30 | 9 00 | | | | | 11 25 | | 12 30 | | | 2 | | 2 10 | | | 3 23 | | | | 4 15 | | 5205 | 0 00 | | 55 51 | 6 07 | 1/6 32 | 2 | h7 08 | 70 |
| 251 259 | Ly Hoffman's | 8 15 | | <u></u> | | | ONLY | | 12 05 12 18 12 30 | 8 | | | | | 2 40 | | ONLY | 3 52 | 4 35 | | | 4 50 | | Elkhar nd onl | 7 05 | | | 8 87 | u7 05 | | Is combined: 7 7 from New: | 80 |
| 272 299 292 | " Tribes Hill " Fonda (Fultonville) | 8 26 8 33 8 43 | 9 55 10 11 | | 111 | | SUNDAY | | 12 40 | | j | | | | | | SUNDAY | North Shore Limited | ga 50 | | | 5 34 | | ts for ts beyo | 7 45 | | crs for only | | 217 4 | 5 | ombi om P | |
| 296 298 | Palatine Bdg. (Canajoharie) " Fort Plain | 8 59 | 10 28 10 34 | | | | RUNS SU | | 1 18 | 5 | | | | | 3 25 | | RUNS S | h Sl mite | | Saturdays only | | 6 16 | | pol | 8 02 | | ssen | | 118 01 118 01 | 2 | No. 57 fr to Syrac | |
| 313 | " St. Johnsville | 9 11 | 10 44 | | • • • • | | | | 2 2 | 5 2 1 | 5 | | | | | | æ | Nort | | Satur | | 6 55 | | ries pa | 8 20 8 35 | | Carries pa Elkhart, C points bi | | | | | |
| 393 394 405 | Wherkimer (Mohawk-Ilion) "North Ilion (Ilion) kr Utica ("Whiteshore | 9 38 9 46 9 59 | 8 11 09 5 11 28 | | | | 541 Ex Sun PM | | 2 55 | 5 2 2 2 0 2 4 | | | | | 4 05 | 1.000 | | 5 19 | 6 15 | nms | | 7 35 | | | 1 9 02 | | | 0.00 | 1/9 0 | 7 | This with York | |
| 410 | Whitesboro | 10 04 | 11 39 | | | | 1 30 | 1 18 | | . 2 4 | 9 | | | | | | | 5 21 | | | 6 20 | | | 6/156 | 9 22 | | 17 45 | 8 04 | 4 49 2 | 2 | h9 18 | 8 9 . |
| 418 447 460 | " Whitesboro" " Oriskany" U Greenway" " Vorona" | 10 2 | 5 11 56 | | | | 1 50 | | | 3 0 | 7 | | | | 4 36 | 3 | | | 6 44 | | 6 40 | | | | | | | | 119 4 | | | 9 1 |
| 463 435 447 | " Verona " Oneida | | | | | | | •••• | | 3 2 | | | | | | | | | 07 05 | | | | | | | | | | | 9 | | 91 |
| 432 | ly Sullivan | | 12 23 | | | | | | | | | | | | 5 00 | | | | | | | | | | | | | | | | | |
| 412 410 413 | " Minoa " East Syracuse | 11 2 | 12:37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 398 | Ar Syracuse | H 3 | 12 55 | | | | | 2 14 | 1 | | 3 | | | | 5 30 | 3 | | 6 25 6 30 | 7 55 | | | | | 8/205 | 10 45 | | 18 58 | 8 9 16 | 10 10 3 | 5 | 10/134 | |
| 397 395 402 | " North Weedsport Ly North Port Byron | | | | | | | | | Coach | | | | | | | | ····· | | | | | | s only | | | Cars only sengers carried | Ite | | | | |
| 410 393 403 | " Savannah " Clyde " Lyons | | | | | | | • • • • • | | 4 Day | | | | | | | | | 8 56 | | | | | Cars | | | Cars of engers | Sta nited | | | iman ca | |
| 414 428 | " East Palmyra | 12 4 | 6 | | | | | | | | | | | | | | | | 9 07 | | | | | nan | | | nan pas | Ohio | | | 8 | |
| 435 447 455 | " Palmyra " Walworth Ly Fairport | 12 5 | | | | | | | | | | | | | | | | | | | | | | Pulln | | | No Coach | | | | Ā | |
| 514 | Ir Rochester | 1 3 | 0 2 43 5 2 46 | | | | | 3 41 3 41 | | . 54 | 1 | | | . 6 05 | | | | 8 01 8 01 | 9 50 | | | | | 9/39 | | | 10/27 | | 4 <u>u12 2</u> 4 <u>u12 4</u> | | | |
| | " Chili | | | | | | | | | | · · · · · · | | | 6 24 | | | | | | | | | | | | | | | | | | |
| 604 680 | " Bergen" " West Bergen" " South Byron | | | | | | | | | | | | | 0 97 | | | | | | | | | | | | | | | | | | |
| 891 888 | " Batavia Ly West Batavia | | 9 8 28 | | | | | | | 6 2 | | | _ | 7 10 | 8 06 | 3 | | | 10 32 | | | | | | 1 46 | | | | <u>u1 4</u> | | | |
| 860 846 792 | " Corfu | 2222 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 702 | Ly Lancaster | | | | | | | 5.04 | | | | | | | 0.50 | | | | 11 90 | | | | | 11/05 | 2.40 | | 11250 | 12 06 | 5 u2 4 | 0 | | |
| 582 | Ar Buffalo (Cent. Term.) "Buffalo (Exchange St.) Ar Niagara Falls | 31 | 5 4 08 | | | | | 5 00 5 25 5 55 | 5 | . 7 1 | | | | | 8 50 | | PM | 9 25 | | PM | | PM | PM | PM | AM | PM | 11//JU | AM | AM | | | |

| NORTH AND WEST BOUND | LAT Ex Sun | 171 Sun Only | 17 Daily | + 95 Ex Sun | ♦ 149 Ex Sat & Sun | 13 Dail | 19 Daily | 179 Ex. Sun Note | 47 | 23 Daily | 11 Daily | 27 | 69 | 21 ly Dail | 31 | 29 Daily | 71 Daily | 65 | 97 Daily | 49 | 83 | 59 | 63 Daily | 801 Sun. | 333 Ex. | 45 | 43 Dalij | 1 | | 1 |
|--|----------------------|--------------------------------------|--------------------------|-------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------|--|--------------------------|--------------------------|----------------|---------------------------|------------------------|----------------|---|---------------------------------------|---------------------------------------|------------------------------------|---|---------------------|---------------------|---------------------------------------|-----------------|---|----------------------|----------------|---------------------------------------|---------|
| WEST BOUND | - | PM | PM | PM | Note | PM | PM | PM | PM | PM | Pl | Pl | PM | | | PM | PM | Daily | - | Daily | Daily | Daily | | Only | Sun. | Daily | AM | - | - | - |
| Y. (6.C. Term.) Y. (125th St.) onkers | 4 03 | 4 03 | 5 00 | 5 03 | 15 24 | | 5 30 75 41 | 5 53 h6 03 | 6 0 | 6 10 | 6 2 | 0 6 3 26 4 | 063 | 5 7 4 | PW 5 8 00 7/8 11 | 9 00 | 9 15 49 26 | 9 4 | § 9758 | AM 3 | 10 00 10/11 10 Y 29 | . PM 11 50 | PN 11 54 12h0 | 5 | AM | AM 12 25 12/136 | | | | |
| T. (125th St.) onkers arrytown arrytown arrytown arrytown arrytown arrytown arrytown arrytown | 4 58 | 4 58 | h5 50 | 5 51 | 16 11 16 19 16 45 | | h8 22 | 6 40 | 6/150 | 17 03 | | | 7 1 | 7 ···· 5 ··· 4 8/13 | 8 56 | h9 55 | | h10 40 | 10 30 10 37 10 46 | | 10/157 | 12 <i>h</i> 40 | 12/149 | | | 1 21 | | | | |
| arrison | 5 20 5 28 5 34 | 5 20 5 28 5 34 | | 6 31 6 37 | 16 58 17 04 | | | 7 15 7 21 | | | ed : | s pas- lo only | 7 58 8 06 8 12 | 8 | 9 10 | | | songers | 11 14 11 30 11 36 | | • | Coach | 1 04 | | | 1 42 1 58 2 06 | | | ····· | |
| orm King | 5 50 | X | | 8 51 | +77 15 | lin | ••••• | 7 31 | | 7 45 | Limited | . Carries nd Buffalo | 8 24 | | 9 41 | h10 31 | | llman Cars coach passe carried. | i 11 50 i | | RR1131 | No. | 1 28 | | | 2 20 | | ····· ···· | · · · · · · · · · · · · · · · · · · · | • • • • |
| ughkeepsie ughkeepsie 7de Park | | 6 21 6 21 6 32 | | 7 21 | | | R7 25 | 7 55 | v7 47 | | estern] | carrients be | 8 38 52 | | 10 09 | h10 51 | 11 07 11 07 | 22 hh11 40 | 12 04 12 20 | | RR1150 | | | · · · · · · · · · · · · · · · · · · · | ····· | 2 52 2 52 | | ····· | · · · · · · · · · · · · · · · · · · · | |
| atsburg inecliff (Kingston) rrytown | IDAYS | 6 40 6 49 6 58 | | | Saturdays, Jolidays | England | | HOLIDAYS | | X 8 42 8 52 | outhwes | passengers on and poi | | | | ····· | | r iyond: | | ······ ····· | er | un Cars passenge | | | | | | ····· | ····· | |
| rmantown, llithgo | RUI | 7 06 7 19 7 30 7 35 | ingers for Buffalo or | | n S | New I | · · · · · · · · · · · · · · · · · · · | T RUN | | 9 02 | Sou | Divisi | •••• | | | | · • • • • • • • • • • • • • • • • • • • | sengers for stations bey ily. | · · · · · · · · · · · · · · · · · · · | th passen- ried East tracuse | thern | Pullman | nesee | | ····· ····· | ••••• | | ····· ····· | | •••• |
| idson | 10 | 7 44 7 53 8 00 8 06 8 15 | 8 1 | | Does. not ru Sundays (| | | MILL NOT | | 9 24 | ••••• | ars only. No c | | | 11 07 | | | eal and st only | | Sy | e Nori | 1 | The Gen | | | 3 44 | | | | |
| nyvesant nodack Landing stleton-on-Hudson bany | | 8 06 8 15 8 23 8 37 | Carries | · · · · · | Doe | | 8 52 | | | 10 00 | | gers for | | | | ····· | · · · · · · · · · · · · · · · · · · · | Montre | | : No co | 1 05 | · · · · · · · · · | H 3 05 | ····· | ····· ····· | 4 20 | ····· | ····· | ····· | ••••• |
| oy bany st Albany | | | h8 07 | | | 8 50 | 9 05 | | | 10 10 | 9/127 | 9h46 | | | | 12 07 12 15 | | <u>h1 10</u> | ····· | <u></u> <u>12 25</u> | 1 10 | | 3 20 | | ••••• | | 5 50 | | | |
| henectady ffman's . sterdam bes Hill | •••• | AY ONLY | h8 37 | | <u></u> | 9 21 | 9 35 | ••••• | | 10 46 | | 10 T18 | | | | 12 46 | | | | 12 56 | 1 36 | | | | | 5 24 | 6 25 | ····· | | |
| nda (Fultonville) rakers line Bridge(Canajoharie) . | | RUNS SUNDAY | rine | | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | ····· | · · · · · · · | | 11 33 | | | | carried. | | ····· | Royal | Montreal Limited | ····· | ······ | | | | | ····· | 6 08 | | ····· ···· | | |
| rt Plain Johnsville tle Falls | · · · · · | RU | Wolverine | | | | | | Detroiter | 11 52 11 59 12 14 12 28 | | | | ssengers and bevor | | | Mount | | | | | | | ······ | | $\begin{array}{c} 6 & 40 \\ 6 & 56 \end{array}$ | | ····· | | |
| kimer (Mohawk-Ilion) orth Ilion (Ilion) ica ica | | | 10/109 | | | 10/250 | 11 00 11 19 | | | 12 42 12 58 | 11/216 | 11/145 | | ach pa | | 2 14 | he | 547 Daily AM 5 45 | | 2 27 2 40 | 2 58 | | 5 14 | ······ | ····· | 7 08 7 16 7 30 | 7 41 7 58 8 04 | ····· | | |
| nitesboro iskany me | | | cers | | | 11/07 | | | The | 1 48 | - | | | | | 2 19 | | 6 10 | | | | | | | 1.1.2.2.1.2.2.1 | | 8 24 | | | |
| eenway rona eida ampsville | | | n Cars | | | | | | | 2 11 | gers for weland o | | | cars only. | | | | | | | | | | | | | 8 44 | | | |
| nastota llivan. rth Chittenango | | | | | | | | | | | les passen beyond Cle | | | Pullman Carries | ····· | | | | | | | | | | | | 8 57 | | | <u></u> |
| noa st Syracuse racuse racuse | | | × 5 | | | 0 | 12 25 12 33 | | 2442 | 2 45 | Carr | h1 00 | | | ····· | 3 25 | · · · · · · · · · · · · · · · · · · · | ······ | | 3 50 4 15 | | | 6 23 6 30 | <u> </u> | 8.05 | | 9 28 9 36 | | | ····· |
| dan rth Weedsport rth Port Byron | | | | | | only. No carried. | only. | | | | coach | | | | | gara e | | · · · · · · · · · · · · · · · · · · · | | | | Iroquois | | 7 08 7 16 7 22 | 8 40 | | | | | |
| vannah 7de ons wark | | | | | | ars ass. | Cars pass red. | | s carried. | | only. No pers carried | | | | · · · · · · · | Nia | | | | 5 15 | | 0 . | 7 23 | 7 44 7 56 | 9 08 9 20 | | | | | |
| st Palmyra Imyra Ilworth irport. | | | | | | Pullman (coach I | o coach cart | | passengers beyond Buff | | liman cars (passenge | | | | | The | | | | | | | 4 0º2 | 8 13 8 20 8 30 | | | | | | |
| chester d Water | | | 12,450 | | | P | AN | | coach ations | 4 48 | P | h2 37 | | | | 5 14 5 17 | | | · · · · · · · · · · · · · · · · · · · | 6 07 6 15 | | 17 14 | 8 14 8 18 | | | | | | | |
| ili urchville rgen | | | | | | | hore | | only. No igers for st | ····· | | | | Cleveland | | | · · · · · · · · · · · · · · · · · · · | | | | | | | | | | | | | |
| st Bergen ith Byron tavia st Batavia | | | | | | | ake Shore Limited | · · · · · · · · · · · · · · · · · · · | n cars passen | · · · · · · · · · · · · · · · · · · · | ····· | | | - | ***** | 6 07 | | | ····· | ····· 7 05 | | | 9 01 | | 11 01 | | 12 00 | | | |
| rfu ttenden nde | | | | | | | - | | Carries | · · · · · · · · · · · · · · · · · · · | | | | | | | · · · · · · · · · · · · · · · · · · · | | | | | | | | | | | | | |
| ncaster pew. ffalo (Cent. Term.) ffalo (Exchange St.). | | | h2 15 | | | | | | 3ħ45 | 6 35 | | | | | | 7 00 | | | | ····· 7 50 | | ····· 8 40 | 9 50 | | ····· 11 45 | | 12 50 | | | |
| agara Falls | PM | PM | AM | PM | PM | ÂM | AM | | AM | 8 05 AM | AM | AM | PM | PM | PM | 8 05 AM | AM | AM | AM | 9 58 AM | AM | 9 58 AM | | | AM | AM | 2 15 PM | | | |

The Water Level Route

You Can Sleep

| Elevation Above Sea | Stations | 87 67 Daily Da | | | Ex. | 161 Ex. Sun. | X19 Daily | 7 Daily | Ex. | 19 Daily D | 27 21 aily Daily | D.C. | 251 Daily | | 1.000 | 609 Daily | 85 6 Daily I | | - | | | 289 60 ally Ex | 5 83 . Dail | S Daily D | 5 38 Daily Dai | | | | STAT | IONS | | 32 5 Mon. Ex | Ex. | | | | | | 100 | 12 10 ally Daily | | 8 26 ly Daily |
|---|--|---------------------------------------|------------------|--|---------------------------------------|--------------------------------------|---------------------------------------|------------------------------|---|---------------------------------------|---------------------|-------------------------------|---------------|--------------------------------------|-------------------------------|--------------|---------------------------------------|-----------|----------------------------|----------------------|---------------------------------------|-------------------|----------------------|---------------------------------------|-------------------|---------------------------------------|---------------------------------------|----|---|-------------------|---------------------------------------|----------------------------------|---|---------------------------------------|---|-----------------------------|---|---------------------------------------|---------------------------------------|--|---------------------------------------|---------------------|
| 0 582 1. 0 | WFFALO (Cent. Term.) | AM I | UM AN | _ | AM | PM | AM | AM 2 54 | AM | AN | AM AM | AM 7 20 | PM | AM 8 50 | AM 10.02 | PM | | PM | PM 1 | PM | PM | AM PI | n. PM | | PM PM | | PM 11259 | | L CHICAG | 0 | | only Mo | n Sun. | | AM A | | | | | PM AM | Sun . PM Noor | |
| .8 612 " H 0 627 " A .2 707 " L | Athol Springs Lake View | | | | | | | | I. | Bengers | | | • • • • • • • | | | | · · · · · · · · · · · · · · · · · · · | | | | | 4455 | 52 55 04 07 | | ore | only H | | | Ly CHICAG (La Sall " Englewoo " South Chi " East Side " Whiting " Indiana H | d | 1able . | 1 50 ¶2 | 20 | | 5 50 8 6 03 8h 6 14 6 19 6 28 | 25 38 | | 50 | 10/143 | 10 35 10h48 10h48 10 59 | | 12/15 |
| 1 676 " A 5 630 " F | Derby Angola Farnham rving Silver Creek | | | | | | | | 25, Jan | Carried | eland | | | | | | · · · · · · · · · · · · · · · · · · · | | | ••••• | · · · · · · · · · · · · · · · · · · · | 5555 | 13 20 26 31 | · · · · · · · · · · · · · · · · · · · | orth Sho | Jmited | | | " Chesterto " Burdick. | n) ad | Durbar | | | | 6 34 7 20 9h 7 45 7 51 | 04 | | | 10X58 11Y05 | $ \begin{array}{c} \dots & h11 \ 10 \\ \dots & h11 \ 22 \\ \dots & x11 \ 42 \\ \end{array} $ | | Centu |
| 0 593 Ly L 0 687 " E 2 695 " V | Dunkirk Brocton Westfield | | 1 | tate Li | | ••••• | · · · · · · · · · · · · · · · · · · · | | 7, Dec. | No Coach | Speci | 8 1 a 8 2 8 3 | | | 10 57 | | · · · · · · · · · · · · · · · · · · · | | 1 59 | •••• | | 6 | 16 | 1 8 21 9 | 56 Z | Pulln | | | " Otis " Durham. Ly La Porte. " Rolling P | rairie | | 3 05 ¶3 | 35 | | 7 57 8 04 8 19 9 4 8 29 | 47 | | | | 12 08 | | ntleth |
| 2 729 Ly F 7 682 4 F | Alpley North East Tarbor Creek Erle | | | Ohio S Dhilo S | | | | | Nov | 15 48 6 | - | 4 8 4 8 58 9 2 | 9 | 10 40 | 11 43 18 07 | | · · · · · · · · · · · · · · · · · · · | | 8 05 | | ····· ··· ··· | 7 | 13 25 7 | 0 9 26 11 | 1 00 | | | 14 | " New Car " South Be " Mishawa Ar Elkhart. | lisle nd ka | • • • • • • • | 3 47 ¶4 4 04 ¶4 4 25 ¶4 | 10 20 40 | | 8 39 9 09 10 1 9 19 10 1 9 40 10 | 22 31 | 11 | 51 | 12 17 | 12 47 12 57 1 15 | | Twe |
| 0 718 " N 6 661 Ly S | Swanville Fairview North Girard Springfield | · · · · · · · · · · · · · · · · · · · | | · · · · · · · · · · · · · · · · · · · | | | · · · · · · · · · · · · · · · · · · · | | | ····· | Only Carr | 94 | 1 | ····· | 12 42 | ····· | · · · · · · · · · · · · · · · · · · · | | | | ····· | | | 2 1010 | /k | · · · · · · · · · · · · · · · · · · · | ris. | | " Goshen " Millersbu " Ligonier. | rg | · 4 53 | *1 45 | 5 35 5 57 6 10 6 21 | | | 55 11 30 | | | 12 47 A | 1 20 1 40 2 03 | | • • • • • |
| 5 644 " A 2 647 " S | Conneaut Kingsville Ashtabula Baybrook Geneva | R. R | | 25 | · · · · · · · · · · · · · · · · · · · | | | 6 03 | 6 05 6/15 6 25 | ···· 7 | n Cars | 10 18 | | | 1 07 | | | | 4 00 . | •••• | | | | 7 10 23 | Mohaw | ••••••• | ars onl assenge | | " Wawaka. Ly Brimfield " Kendally " Corunna. " Waterloo | ille | 5 41 | ld Road No. 22 | 6 31 6 41 6 56 7 08 | DId Bo | e No. 22 | 51 | · · · · · · · · · · · · · · · · · · · | | Cars Or | Limit 08 8 | eth | ea |
| 3 712 " N 2 703 " P 0 646 " P | Adison | om Er Clev | | | | | | | 6 29 6 35 6 42 6 57 | 7 19 | Pullms | 10 55 | -Detroi | | 1 48 | | Express | | 4 88 . | | | | | | | | Ilman CoachP | | " Butler Ly Edgerton Bryan Stryker | | · · · · · · · · · · · · · · · · · · · | Runs via Old Ro See Table No. | 7 20 7 33 7 45 8 09 | | e Table | le R.R. | ···· ··· | · · · · · · · · · · · · · · · · · · · | llman (| vestern so s so s so s so s so s so s so s so | Ne. | an Care |
| 1 648 " M 5 633 " V 8 653 Ly V | Mentor Willoughby Wickliffe Nottingham Sast Cleveland | tat io | | | · · · · · · · · · · · · · · · · · · · | | · · · · · · · · · · · · · · · · · · · | | $ \begin{array}{c} 7 & 06 \\ 7 & 16 \\ 7 & 27 \\ 7 & 36 \end{array} $ | 7 52 8 | No | | Expr | | | | etroit 1 | | | | | | ··· ···· | | | ••• •••• | NoN | | " Archbold " Pettisvill Ly Wauseon " Delta | e | ······ | | 8 21 8 31 8 40 8 49 9 01 | | | es at Er | · · · · · · · · · · · · · · · · · · · | | - Du | Southy | Ivance | Pullm |
| 1 581 Ar C 1 Ly C 3 775 " I | leveland (Un. Term.) leveland (Un. Term.) Linndale | | 4 4 5 5 | | 6 40 6 47 | ····· | 7 55 8 02 | 7 10 7 34 8 00 8 07 | 8 05 | 8 20 8 8 40 8 47, | 30 8 35 | 11 50 18 03 12 10 | 12 20 | 12 19 12 48 12 47 12 54 | 2 50 2 57 | | 4H15 | 5 15 5 82 | 5 23 . 5 35 1 5 42 1 | 0 10 1 1 | 1 50 1 1/157 1 | 2 12 | | | | 50 | | | " Swanton & Toledo (0 " Toledo (1 Ly Toledo (1) | C. T.) E. T.) | 7 45 | 8 44 9 44 10 00 | 9 12 9 50 10 50 | | 2 05 1 8 05 2 | Arriv Stat | 03 11 3 | | 3 30 4 30 4 36 | 4 50 5 50 | 5 52 57 | 35 75 |
| 9 742 " S 3 718 Ly E | Berea Dimsted Falls Shawville Elyria | H3 35 | erbilt | 55 | 7 11 7 20 7 30 | | | 8 45 | | 9 25 | | 12 47 | 1 03 | 1 80 | 13 15 13 21 8 38 | | 4 54 | 6 02 | 6 15 1 | 1 00 1 | 2h35 1 | | | | | h Cent | | | hr Millbury Ly Martin " Graytow " Rocky R " Oak Har | | | | | · · · · · · · · · · · · · · · · · · · | | | 3 26 | | al | urried | 6 05 6 12 6 20 6 25 | |
| 3 598 " V 9 611 " C | Amherst Vermilion Ceylon Auron Sandusky | | Vander | 17 33 50 | Norwalk e No. 23 | ····· | · · · · · · · · · · · · · · · · · · · | 9 07 9 22 9 38 | | 10.08 | | rwalk : 0. 23 | | | \$ 47 3 59 4 14 4 80 | | | | 6 55 1 | | | | ··· ···· | | | Advar | | | " Port Clin " Gypsum. | ton | | 10 44 | | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | R3 39 | ġ | | Speci Speci | ingers ct | 6 40 55 55 C | |
| 7 581 " V 5 577 " I 6 585 " C 8 578 " P | Venice Danbury Typsum Port Clinton | | | | Via Nor able No | | on | 9 53 9 53 10 00 | | | | via No | 1 40 | | 4 43 | | 6 00 | 0.01 | | | 1/20 | 1 35 | ••• •••• | | | E F | | | " Danbury " Venice " Sandusky Ly Huron | | ······ | <u>11 03</u> | | · · · · · · · · · · · · · · · · · · · | | 48 4 15 | 5 | | E E | ch passe | 7 15 ueuull | Only |
| 6 577 " I 0 588 Ly C 3 598 " I 0 594 " C | Dak Harbor Jocky Ridge Jravtown | | | . 635 . Ex | Runs | | | 10 19 | ····· · | | | Runs see 7 | | | 5 10 15 17 15 24 | | | | | | | | | | | | | | " Ceylon " Vermilion " Amherst. " Elyria | 1 | | 11 50 | 604 | · I | 508 Ex. 4 | | 05 45 5 158 | ast was | Ind | 8 10 | nd 1505 | |
| | Martin Millbury. Foledo (E. T.) Foledo (E. T.) Foledo (C. T.) Swanton | | | 57 AM | 1. 10 #23 10 40 | ······ | 10 15 10 20 | 11 00 11 10 | | 1 08 | | \$ 40 | 2 45 | 3 08 3 15 2 15 | 5 55 | 6 15 | 6 45 | 8 50 | 7 52 8 10 7 10 1 | 1 05 | 2/135 | 2 45 | ··· ···· | 3 30 | | | 2 | | Ly Shawvilli " Olmsted " Beren. " Linndale &r Cleveland (I | Jn. Term.). | ••• | 12 20 12 38 12 53 1 02 | Sat. only | | un. lote 5 | 05 23 FI5 4 | 5 i 5 3 6 03 6 10 6 16 5 5 6 35 5 | FI No. | 6 37 - | 8 42 9 00 | 9 03 9 10 9 16 9 35 | |
| 1 718 " I 6 775 " V | Delta Wauseon | | | 7 5 | i0 | ····· | 9 20 | 10 10 | | | | 2 40 3 06 3 13 2 25 | | 2 15 | | 5 20 | | | | | 1/135 | | ••• •••• | 2 43 | | | Cen | | ty Cieveland (U " Enst Cle " Nottingh " Wickliffe | veland | | 12 53 1 02 | 11 1 1 2 1 2 1 4 1 4 1 5 | 5 4 00 4 4 09 1 | 5 15 5 5 24 5 5 11 5 51 | 28 | | 00 6700 09 6711 | 7 05 8 7 14 8 | 30 9 15 39 9 24 | | .B. |
| | Pettisville. Archbold Stryker Bryan. Edgerton | | | 17 8 9 | 3 14 19 | ***** | | d Road, No. 22 | | Limited | | 3 37 53 45 3 55 4 19 | | | | | | | 8 17 | | u | | | | | | ventieth | | " Mentor. " Painesvil " Perry | le | •••••••• | 144 | 11 50 12 2 12 3 | 7 /4 44 1 4 52 6 | 6 19 | | | X6 55 | Cars | of 10 09 | | 5. & A. B |
| 5 867 Ly H 4 912 " V 7 964 " C 1 973 " H | Butler Waterloo Corunna Kendallville | | 8 | 56 9 9 18 10 | 14 19 12 19 | | | Table 1 | | | | 4 31 4 45 | | 3 56 | 1 | | | | 8 58 9 15 | | | | | Cww | | | A.F | | " Madison " Unionvil Ly Geneva. " Saybrool " Ashtabu | le | Daily | | 12 5 12 5 13/0 | 8 5 16 | 6 48 6 57 7/03 | Daily PM 44 7 5 QQ | | •••• | Vor) | ew a B | · · · · · · · · · · · · · · · · · · · | ns on E |
| 2 900 Ly V 6 893 " I 7 878 " N | Brimfield. Wawaka Ligonier Millersburg | | 190 | 10 10 10 10 10 10 10 10 10 10 10 10 10 1 | 10 | | | - | | | | 5 09 55 20 5 37 5 39 | | A 1010 | | | ····· · · · · · · · · · · · · · · · · | | 9 38 | | | | | Curu | | | | 1 | " Kingsvill " Conneau " Springfie Uy North G | t Id | 1 26 | 2 18 | | 5 43 5 54 6 03 6 16 | | 11 7 3 | | | d | 10 43 10 59 10 59 | | and static |
| 7 101 AF 1 7 Lv I 8 721 " N | Goshen Elkhart Elkhart Mishawaka South Bend | AM 81 | (41) 10 | 25 11 1 | 30 | 12 45 | 11 45 | 2 15 2 20 2 37 | ···· I | | | 6 01 6 25 6 25 6 4 | | 4 84 4 53 4 58 5 13 5 23 | | 7 45 7 50 | | | 0 25 | 3 25 3 30 3 49 | | | | 5 08 5 28 5 33 5/47 5 57 | | <u></u> £6 3 | | | " Fairview " Swanvill " Erie " Harbor (| e | 2 07 | | | 6 44 | * | 84 8 4 | | | | 11 38 | | York at |
| 2 778 " T 5 813 " I 5 811 " I | New Carlisle Rolling Prairie La Porte Durham | 7 46 | | 31 | | 1 39 1 51 2 08 2121 | | 3 23 | | 1 58 | | 6 54 | 5 | 5 58 | | 8 10 | | i | 1 30 | 4 05 | | | | 6 35 | | | | (• | W North E Ripley Westfield Brocton. | I | . 2 46 | 8 54 | | . /7 45 | e | 07 9 2 | 20 0 | | | 12 15 | | or New |
| .5 745 " C .9 685 " I .2 642 " C 1 611 " C | Otls Burdick Chesterton Gary | 8 08 8 26 10 | x17 12 | | | 2 28 2 35 2 45 3 20 | | 14 06 | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | | 28 00 18 21 | | | | | · · · · · · · · · · · · · · · · · · · | | | 5 20 | F | | ••• | A7 16 | 6 | | · · · · · · · · · · · · · · · · · · · | | " Dunkirk U Silver Ci " Irving | eek | <u> </u> | | | . 8 00 | 27, Dec | 29 QQ | | •••• | · · · · · · · · · · · · · · · · · · · | 12 38 | | engers fo |
| 1.5 588 " V 1.1 602 " I 1.4 605 " S | South Chicago | · · · · · · · · · · · · · · · · · · · | | •••• | | 3 35 3 44 3 53 3 56 4 11 | | | | | | 18 3 18 3 28 4 9 10 | 4 | | | | | | | | | | | DD | | | | | " Angola. " Derby Ly North E " Lake Vie " Athol Sp | Vans | •••••••• | ····· | | · · · · · · · · | No. 602 Nov. | ···· | · · · · · · · · · · · · · · · · · · · | •••• | | · · · · · · · · · · · · · · · · · · · | | : : : : es pass |
| 3 606 Ar C | Englewood CHICAGO (La Salle St.) | . 9 05 11 | 00 1 | 145 00 M AM | AM | 4 11 4 25 PM | 2 05 | | AM | 3415 3 30 PM | AM AM | 91 | 5 | 7 25 | | . 10 00 | PM | | | 6 15 | | | M PM | 8 00 | 8 | 814 9 0 M AN | 5 19 30 0 9 15 AM | | " Bay Vie Ar BUFFA (Cent. Te | w LO rm.) | 4 05 PM | 5 20 | | . 9 10 | | 25 10 3 PM PM | 33 | PM PM | 10 53 PM | | PH | a Carri |
| For I | Explanation of | Refere | nce 1 | Marks | 800 | Pada | 2 | | 1 1 | | - | 1 | | - | Deele | | leepin | 1 | d b | | 1 | Somi | | | | | 1 | | For | Explana | tion | of Refe | rence | Marka | See | Pade | 3 | 1 | | 1 | 1 | 1 |

| d Cleveland to Buffa | ffalo | Buf | to | land | Cleve | d |
|----------------------|-------|-----|----|------|-------|---|
|----------------------|-------|-----|----|------|-------|---|

| E | IKL | lai | , | - | Jieu | 10 2 | 1110 | 1 0 | ICV | cia | inc | | , n | un | an | | 1 | | | | | | 1 |
|---------|------------------------------|--|--|------------|--------------------------------------|------------------------------|---------------------|--|----------------|----------------|-------------------|--|--------------------------------------|-----------------------|--------------------------|------------------------|----------------------------|-----------------------------------|--|---|--|----|-------------|
| 4 | 6 | 12 | 10 | 640 | 38 | 28 | 252 | 132 | 68 | 142 | 24 | 614 | 64-18 | 22 | 88 | 40 | 80- 288 | 626 | 90-60 | 56 | 128 | | |
| Daily | Daily | Dally | Daily | Ex. Sup | Dally | Daiiy | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Daily | | |
| _ | | PM | AM | PM | Noon | PM | PM | PM | PM | PM | PM | PM | PM | PM | AM | AM | PM | AM | PM | PM | AM | | |
| * | AM 10 30 | ** | 10 35 | 1 | 12 00 | 12 40 12/153 | | | | | | | | | ~~ | | 9 15 h9 28 | | 11 40 | | | | |
| | 10/143 | | 10h48 h10 59 | | 12/12 | 12/153 | | 12 50 h1 03 f1 13 | 3 00 3/11 | | | 1 50 2 03 2 15 | 5 00 5/118 | 5 30 75 43 | | | h9 28 n9 37 | | 11/158 | 12/108 | | | |
| | | | R1106 | | | IFY | | | | | | ZZ | | | | | n9 47 | | | | | | • • • • • • |
| | 10X58 11Y05 | | h11 10 | | | entu | **** | 1 34 | T332 | | | ZZ 2 42 | 5/145 | 6 Y06 | | **** | 9 56 | ••••• | ***** | 12/136 | | | ••••• |
| | | | x11 42 | | | h Co | | | | | | 2 42 3 10 /3 17 8 25 /3 32 | | | | | | | | | | | |
| | 11X42 | | 12 08 | | | Twentieth Century Limited | | 2 21 | TADD | | | /3 32 3 50 | 6 30 | | | | 10 36 | | | 1 17 | | | |
| | | | | | | vent | | | | | | | | | | | | | | | | | |
| •••• | 12 17 | | 12 47 12 57 1 15 1 20 1 40 | | | T | | \$ 01 \$ 15 \$ 35 \$ 45 | 4 38 | | | 4 12 4 45 5 05 5 25 5 45 | 7 10 7 20 7 40 7 48 8 04 | h7 20 | | | 11 10 11 20 11 40 | | | $ \begin{array}{c} 2 & 03 \\ 2 & 14 \\ 2 & 34 \\ 2 & 39 \\ 2 & 59 \end{array} $ | | | |
| | 12 42 12 47 | | 1 15 | | | | | 8 35 3 45 | 5 05 | | | 5 45 | 7 40 | 77 50 | **** | | 11 45 | ***** | pu | 2 39 | | | |
| *** | | | 1 40 | | | • • • • • • | | 4 04 4 16 | | | | | 8 27 | | •••• | | | ••••• | vela | 2 09 | | | |
| | Pullman Cars Only | Southwestern Limited | 2 03 | | | | | 4 27 | | | | rable No. 22 | | | - 1.4 | | | | The Forest City Pullman Cars Only West of Cleveland | | | | |
| | ars | Lim | 2 30 | | dth | | | 4 53 | | | | Old old | 8 51 | | | | | | City st of | 3 43 | | | |
| | D C | Lu | 2 52 3 03 | - | Advance Twentieth Century Limited | Puliman Cars : Only | | 4 53 5 04 5 16 5 28 | T814 | | | via Fabl | W9 07 | ars | | | | | We | xx | | | |
| | Imai | este | 3 33 | 1 | Lin | man C Only | | 5 42 6 06 | | | | Runs 7 | 9 42 | man C Only | | | | | Fore | /itt | | | • • • • • • |
| | Pul | thw | | | ce] | Or | ty | 6 27 | | | | R.00 | | Pullman Cars Only | | | | | he l | he DeWi Clinton | | | ••••• |
| | | Sou | | | van | Pu | Tri City Special | 6 44 | ***** | | **** | · · · · · · · | | Pu | | | | | T Ca | The DeWitt Clinton | | | |
| | 8 20 | | 4 50 | | Ad | | S | 6 44 6 59 7 09 7 35 8 35 | 7 90 | • • • • • • | | 10.40 | 10 45 | | | | 2 15 3 15 | | maı | F 5 40 | | | |
| | 8 30 4 30 4 36 | | 4 50 5 50 6 22 | 5 5 | 2 5/105 | 15 55 | 7 05 | 8 85 | | | | 10 40 | 10 45 11 45 11 55 | | 1 00 | | $\frac{3}{3}\frac{15}{30}$ | 4 10 | Pull | 5 40 6 40 7 00 | | | |
| | | op | | 60 | 5 | | | | | | | | | | | | | 4 24 | | 7 21 | | | ••••• |
| | ial | Arrie | | 62 | 0 | | | | | | | | | | | | | | | 7 21 7 27 7 33 7 39 | | | ••••• |
| | Dec | rs ci | | 6 6 4 | 10 | | | | | • • • • • | | | **** | | 1.4.4 | | | 23 | | 7 57 | - | | |
| | Fifth Avenue Special | an cars only. No passengers carried | 7 22 | 077 | Cars | | | 9 39 | Cars | | | | | Lake Shore Limited | | | 4 35 | Runs via Norwalk e Table 2: | | 8 05 | | | |
| | 5 33 | un c | 7 25 | 724 | nly | | | 10 00 | only Only | | | | | ake Shor Limited | 2 03 | 5 | 4 35 | Rur Nor T 99 | | 8 20 | | | |
| | | Pullman coach pas | | 758 | Pullman Cars | | | | Pullman Onl | | | | | Lak | | | | | | ···· | | | ••••• |
| rork | | P | | 818 | 5 d | | | | H | | | | | | | | 5 25 | 6 50 | | 8 46 8 58 9 13 | | | ••••• |
| Limited | | | 8 10 | 815 | 3 | | | 10 50 | | • • • • • • | **** | | | | | | | 6 57 | | | | | |
| Z= | 0 07 | | 0 40 | 991 | 0 | | 9 02 | 11 10 | | ••••• | | | 11 57 | | | | 5 57 | 7 04 7 10 7 17 7 35 | 17 32 | f9 34 2 9 40 10 00 | | | |
| 6700 | 6 37 6 55 7 05 7 14 | 8 36 | 8 42 9 00 | 93 | 5 | | 9 20 | 11 35 | 10 40 | 11 13 | 1140 | | 2 15 | | 3H4 | 5 35 | 6 15 | 7 35 | 17 32 7 50 8 20 8 29 | 10 00 10 10 10 10 10 19 | 10 08 | | |
| 6711 | 7 14 | 8 35 | 9 15 9 24 | 1 | | | | 12 25 | 11 22 | 11 13 11 22 | 1140 1149 | | 2 44 | | | | | | 8 29 | 10 19 | 10 17 | | |
| | | | | | | A.R.R. | | | rbil | | nly | | | | ~ | | | | | | 11 15 | | |
| 6 55 | | Cars | 10 09 | | | & A. R. | 72 | 1 23 | inde | | rs 0 | | | | R.B | | | | 9 13 | 3 | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | | |
| | | York Cars of Buffalo | | | | | D'ly AM | | e Va | **** | 1 Ca | | | | Erie | ore | | | | | \$11 57 | | |
| | | W Y | | | | tations on B Chicago to | | 11 17 11 35 12 16 12 25 1 23 1 23 2 01 | dor | | Pullman Cars Only | | | | Arrives at Station. C | North Shore Limited | | | 9 34 | | 12 06 | | |
| | | and-New | | 1.10 | | stations Chicago | 3 05 | 2 01 | omu | 12 30 | Pul | | 4 00 | | rive | Orth | | | 9 48 | 11 31 | 12 24 12 34 12 50 1 03 | | ••••• |
| | | and 54 | 10 59 | | | 1 sta rs C | | | Com | | | | | | Ar | Z | 606 Ex. | | | | 12 50 | | |
| | 9.02 | leve | | | | and and | | | The (| | ker | | | | | | Sun. | | 10 24 | | 1 20 | | |
| 0 00 | 0.01 | | 11 00 | | | York an passenge | 3 57 | 2 59 | T | 1 12 | he | | 4 4 | 5 | | 7 34 | 5 25 5 35 | | 10 45 | 12 16 | /1 26 1 45 | | |
| | | | | - | | ew b | | | | **** | T | | | | | | 5 45 | | 11 06 | 5 | 2 10 | | |
| 8 45 | | | . 12 1 | | | | | 3 43 | | | Kni | | | | 1.00 | 8 10 | 6 22 | | | 12 57 | 2 42 | | |
| | | | . 12 3 | | | a fo | | 4 23 | | | | | 5 41 | | | 8 32 | 6 39 6 57 | | | | 3 30 | | |
| | | | | | | pt | | | | | | | | | | | 7 03 7 09 7 18 | | | | 13 42 3 54 | | |
| | | | | | | asse | | | | | | | | | _ | | 7 18 7 25 7 29 | | | | 0.09 | | |
| | | | · | | | les L | | | | | | | | | 1 | | 7 34 7 43 | | | | | | |
| | 10 53 | | 1.4 | | | - E O | 6 00 | | | 2 55 | | | 6 4 | 5 5 4 | i | 9 27 | 7 46 | | | | 4 3 | | |
| PM | PM | | | P | PHI | PM | AM | | PM | AM | PM | PM | AM | | AM | AM | AM | | | PM | | | |
| - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | 1 | 1 |) | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 15.4 | 22 | 1 |
| | | | | | | | - | T | tion of the | C11 | - 2 | | a Di | minh | Ca | r Si | TVIC | P. Se | e Pa | Pes | 15 to | 44 | |

For Parlor, Sleeping and Dining Car Service, See Pages 15 to 22

| EAST AND SOUTH-BOUND | 94 Ex Sur | 74 Ex Sun | 154 Sun Only | 68 Ex Sun | 158 Ex Sun | 68 Daily | 400- 168 Daily | 10 Daily | 172 Ex Sur | 70 Daily | 138 Daily | 136 Daily | 22 Baliy | 142 Daily | 132 Daily | 18 Daily | 58 Daily | 544 Ex. Sun | 136 Daily | 404 Daily | 40 Daily | 2 Daily | 144 Daily | Sun | 76 Ex Sun | 20 Daily | 408 Ex Su |
|---|-----------------|-----------------|--------------------------------------|-----------------|------------------|---------------|---------------------------|-----------------|---------------------------------|---|----------------|--------------|-------------------|---------------------|-------------------------------|-------------|-------------------------|----------------|----------------|----------------|----------------|------------------|--------------|----------------|--------------|--------------|----------------------|
| La aque tarta | AM | | AM | AM | AM | AM | AM | AH | AM | AM | AM | AM | AM | AM | AM | AN | AM | PM | AM | PM | All | Note AM | PM | Only | PM | AM | PM |
| lagara Falls | | · ···· | | | | modore | | | | | | | | | | | 6 15 | | | | 8 10 | 8 10 |) | | | 9 35 | |
| uffalo (Cent. Term.) | | | | | | bilt | | 3 19 | | | 1 54 | | 5 50 | 4 04 | | 7 00 | 8 00 | | | | 9 37 | 9 40 | | | | 11 00 | |
| ancaster | | | | · · | | Comn | | | ••••• | | | f5 11 | 0 | · · · · · · · | | | | | | | | | | | | | |
| rittenden | | | | | | an Co | | | | | | 5 18 | | | | | | | | | | | | | | | |
| est Batavia | | | | | | he | | | | | | 5 36 | 0.2 | | | | | | | | | | | | | | |
| atavia | <u>)</u> | | | | | F | ny. | | | | 2 46 | 5 54 | Lake ! | 4 57 | 6 41 | | 8 49 | | | | 10 23 | 10 31 | | | | 11 46 | |
| est Bergen | | | | | | | Albany | | | | | 6 12 | La | | | | | | | | | | | | | | |
| hurchville | | | | | | | to A ork. | | | | | 6 19 6 25 | | | | | | | | | | | | | | | |
| hili | | • • • • • • • | | | | | Yor Yor | | | | | 6 34 6 43 | | | | | | | | | | | | | | | |
| ochester | | | | | | | Ttic | | | | 3 26 | 7 02 | 7 08 | 5 39 | 7 20 | 8 28 | 9 27 | | | | 10 59 | 11 09 | | | | 18 22 | |
| ochester | : ::: | | | | | | Ne | | | | 3 38 | | 7 08 | 5 50 | 7 34 | 8 32 | 9 30 | | | | 11 02 | 11 12 | | | | 12 26 | |
| alworth | | | | | | | day | | | | | | | 6.95 | 8 14 | | | | | | | | | | | | |
| llmyra ast Palmyra | | | | | | | Sunday Troy to | | | | | | | 6 25 | 18 23 | | | | | | | Coach Luxe | | | | | |
| ons | | | | | | | pt S | | | | | | | 6 43 6 55 | 8 33 8 47 | | $\frac{10\ 11}{10\ 24}$ | | ····· | <u></u> | <u></u> | L.O. | | | | | |
| yde vannah | | | | | | | cet | | | | | | | 7 11 | | | | | | | | De | | | | | |
| orth Port Byron | | | | | | | ex | | ****** | | | | | | | | | | | | | A | | | | | |
| orth Weedsport | | • • • • • • | | | | | daily | | | | | | | | | | | | | | | | | | | | |
| racuse | | | | | | 16 00 | s di | 6 10 | | | 5 20 | | 8 40 | | 10 00 | | 11 20 | | | | 12 36 | 2 12 46 | | | | 8 05 | |
| st Syracuse | : | | | | | | uns 168 | 6 15 | | | 5 40 5 53 | | 8 45 | 8 10 | 10 20 | 10 16 | 11 25 | | 11 30 11 47 | | 18 41 | 5 12 52 | | | | \$ 10 | |
| inoa orth Chittenango | | | | | | | 400 r No. | | | | 5 58 | | | | | | | | 11 53 | | only ssen- | Å | | | | | |
| llivan | | | | | | | 40 | | | | 6 08 | | | | | | | | | | rs c ass | IDa | | | | | |
| ampsville | | | | | | | No | | | | 6 21 | | | | | | ····· | | 12 16 | | car car | < | | | | | |
| rona | | | | | | | | | | | 6 49 | | 9W22 | 8 47 | 10 57 | | | | 12 35 | | oach ers ci | Due 1 27 | | | | 2 46 | |
| eenway | : | | | | | | | | | | 6 57 7 04 | AM | | | | | | | 12 42 | | o co | 9 | | | | | |
| ome Iskany | | | | | | | | N7 04 | | | 7 17 | 9 11 | WFF | 9 04 | 11 15 | | 12 14 | 12 50 | 1 01 | | AZ | 5 1 44 | | | | 8 03 | |
| hitesboro | | | | | | | | | | | 7 29 7 36 | | | | | | | | 1 10 | | | | | | | | • • • • • |
| tica | | | | | | 7 01 | 14 56 | 7 21 | | | 7 44 | 9 28 | 9 54 9 59 | 9 22 9 32 | $\frac{11}{11} \frac{38}{59}$ | | 12 32 12 35 | 1 10 | 1 21 | 1 55 | 1 39 | 2 2 04 5 2 09 | | | | 3 20 8 25 | |
| erkimer (Mohawk-Ilion). | | | | | | | 5 14 5 28 | | | | 8 16 | | | 9 50 | | | | | | 2 15 | | 8 | | | | 0 4 0 | 5 10 5 81 5 40 |
| ttle Falls | | | | | | | 5 48 | FF | | | 8 26 | | | 10 01 | | | 12 53 | | | 2 15 | | 2 27 2 37 | | | | 8 49 | |
| Johnsville | | • • • • • • • | only | | | | 6 02 6 09 | | | | 8 52 9 02 | | | | | | 1 25 | | | 2 55 3 06 | | 2 48 | | | | | 6 11 |
| alatine Bridge (Canajoharie). | | | | | | | 6 17 | | | | 9 12 | | | NN | 12 50 | | 1 30 | | | 3 13 | | | | | | | 6 22 6 30 |
| onda (Fultonville) | | | lay | | | | 6 46 | | | | 9 36 | | | 10 39 | 1 06 | | 1 47 | | | 3 36 | | 8 3 13 | | | | 4 24 | 6 35 |
| ibes Hill | | | Sundays | | | | 6 54 7 12 | | | | 9 58 | | | 10 54 | | J12 35 | 2 04 | | | 3 46 | | | | | | | 7 05 |
| offman's | | | 20 | | | | | | | | | | | | | | | | | 4 00 | | 8 8 28 | | Sun- | | 4 87 | 7 20 7 80 |
| est Albany | · · · · | | Runs | | | | 7 37 | 8 56 | | | 10 25 | | 11 23 | 11 16 | 1 50 | 12 57 | 2 26 | 160 Ex Sun | ····· | 4 25 | 3 07 | 3 49 | | ns ys | | 5 02 | 7 45 |
| bany | | | A | | | 8 50 | 18 05 | 9 25 | | | 10 55 | | 11 50 | 11 45 | 2 25 | 1 25 | 2 53 | | | 4 57 | 8 81 | 4 18 | | Runs days | | 5 80 | 8 85 8 45 |
| bany. | | | \$4 55 | 4 55 | 7 00 | 8 55 | •7 55 •8 20 | | | +9 10 •9 45 | 11 10 | | 12 09 | 12 11 | | 1 05 | 3 02 | PM 2 23 | | | 3 42 | | 4 35 | | | | |
| bany. astleton-on-Hudson hodack Landing | | | \$5 10 \$5 19 | 5 10 | 7 14 | | | | | 9 59 | 11 25 | | | | | 1 20 | 0 00 | 2 39 | | | 0 20 | 4 23 | | \$4 28 4 45 | | 5 45 | • • • • • |
| uyvesant | | | \$5 28 | 5 28 | | | | · · · · · · · · | | 10 13 | 11 33 11 42 | | No | | | | | 2 47 | | | | | | 4 53 | 5 25 | | |
| ewton Hook (Coxsackie). | • • • • • • | | \$5 34 \$5 46 \$5 55 | 5 34 | | only | | | | 10 19 | 11 48 | | ly. carr | | | | | | | | | | | 5 08 | 5 40 | | |
| 1dson | : | | \$5 55 | 5 55 | 7 40 | cars | 8 54 | | | 10 31 | 12 03 | | rs | | | | \$ 40 | 3 16 | | | | 5 00 | | 5 23 5 32 | 5 47 5 55 | 6 28 | |
| eendale (Catskill Station | 1) | | \$6 15 \$6 20 | 6 15 6 20 | | | 9 02 | | | 10 39 | 12 11 12 16 | | 8 6 | | | | | 3 24 3 29 | | | | | lan | 5 40 5 45 | 6 03 6 08 | | |
| rmantown | | | §6 31 §6 46 | 6 31 | 7 57 | nan | 9 18 | | | | 12 27 | | Ssen | | | | | 3 40 | | | | | enti | 5 56 | 6 19 | | |
| rrytown | | | \$6 55 | 6 55 | 8 15 | H | 9 27 | | | | 12 36 | | nan pas | | | | | 3 49 3 58 | | - | | | Th | 6 05 6 14 | 6 28 6 37 | | |
| atsburgh. | | | \$7 04 \$7 13 \$7 21 \$7 35 | 7 04 7 13 | 8 24 8 33 | A | 9 36 9 45 | | | $ \begin{array}{c} 11 & 06 \\ 11 & 15 \end{array} $ | 12 55 | | Pullme coach 1 | 1 18 | 156 | | 4 12 | 4 07 4 16 | | 160 SunOnly | Shore | 5 30 | | 6 23 | 6 46 | 6 55 | |
| de Park | | | \$7 21 | 7 21 | 8 41 | | 9 53 | | | 11 23 | 1 04 | | | | Daily | | | 4 24 | | Junomy | ed | | | 6 32 6 40 | 6 55 7 03 | | |
| ughkeepsie ughkeepsie w Hamburg | 7 00 | 8 05 | \$7 53 | 9 10 | | | $\frac{10 \ 05}{10 \ 05}$ | | 10 33 | $\frac{11 34}{11 44}$ | 1 23 | | N1 29 | 1 44 | PM 2 15 | 3 06 | 4 37 | 4 35 | | PM 4 39 | th S imit | 5 53 | | 6 52 6 52 | 7 14 | 7 20 | |
| | | | | | | | 10 18 | | 10 49 10 55 | 11 59 | | | | | 2 15 2 32 2 38 | | | 4 54 5 01 | | 4 54 | North Limi | | | | 7 43 | 1 40 | |
| adon (Norphungh) | | | | 9 46 | 9 15 | | 10 30 | | | 12 10 | | | | 2 05 | 2 47 | 3 27 | 5 00 | 5 10 | | 5 01 5 10 | ž | 6 13 | | 7 15 | 7 49 . | 7 45 | |
| orm King | 7 41 | 8 43 | §8 41 §8 46 | 9 59 10 07 | | | | | 'ii'iż | 18 21 | | | | 2 16 | 2 58 3 04 | | | | | X 5 27 | | | | | | | |
| rrison | . 7 47 | 8 49 | 1 68 52 | 10 16 | 1 . 1 | | | | 11 18 | 12 28 | | | | 2 16 2 23 | 3 11 | | 85915 | 5 35 | | 5 35 | | | | | 8 10 8 16 | | |
| ekskill) 252: | 8 00 | 9 02 | \$9 00 \$9 09 | 10 39 | 9 40 | | 10 56 | | 11 31 | | | | | 2 37 | 3 19 3 30 | | | 5 48 5 57 | | 5 48 5 57 | | | | | 8 30 | | |
| rmon | 8 11 | 9 15 | \$9 32 \$9 42 \$9 51 | 11 03 | 9 53 | 10159 | 11 09 | | $\frac{11}{11}$ $\frac{45}{53}$ | 12 57 1 05 | 2 30 2 38 | | 2124 | 12 51 | 8 55 4 04 | 4105 | 5 43 | 6 12 6 21 | | 6 12 6 21 | 5154 | 6149 | | 7 51 | 8 45 | 8122 | |
| nkers. | 8 33 | | \$9 51 | 11 22 | | | | | 12 02 | 1 14 | 2 48 | | | | 4 14 | | | 6 30 | | 6 30 | | | | | 8 53 9 05 | | |
| Y.(125th St.) 5297 | 9104 | 10:00 | \$10 00 | 11 38 | 10139 | •••• | 11454 | | 12 16 12 36 | 1 29 | 3 02 3 121 | | 3109 | B3 18 13 39 | 4 37 | 4151 | 6129 | 6 50 7/12 | | 6 50 7112 | 6139 | 7134 | | 8137 | 9 24 1 | B8 49 | |
| Y. (G.C.T.) | 9 15 | 10 11 | \$10 35 AM | 12 08 | 10 50 | 12 00 Noon | 12 05 | AM | 12 36 12 47 PM | 1 49 2 00 PM | 8 82 PM | ÂM | 8 20 PM | 13 39 8 50 PM | 5101 512 PM | 5 02 PM | 6 40 PM | 7 24 PM | PM | 7 24 PM | 6 50 | | | | 9 57 | 9 20 | PN |

| lagara Falls 11 uffalo (Exchange St.) 12 uffalo (Cent. Term) 1 epew 1 ancaster 1 'ende 1 rittendien 1 orfu 1 eest Batavia 1 autavia 1 outh Byron 1 iest Bergen 1 ergen 1 hurchvil e. 1 hill vater ochester 2 alworth 1 almyra 1 ewark 1 yobs 1 yobs 1 | · · · · · · · · · · · · · · · · · · · | PM | AM 11 35 12 30 1 00 | PM | PM | | | | | | | Daily | 88 Daily | Daily | 10000 | 1. | | | Daily | Daily | 1000 | a deres | | | | | | Da |
|--|---------------------------------------|----------|---------------------------------------|--------------|--------------|--------------|--------------|--------------|------------------|---------------|-----------|-------|--------------|-------------|---------------------|--|---------------------|-----------------|-------------------|----------------------------|------------|---------------------|-------------|----------------------|---|-----------------|--------------|----|
| uffalo (Exchange St.). 12 uffalo (Cent. Term) 1 epew 1 ancaster 1 ende 1 rittenden 1 orfu 2 idata 1 outh 1 outh 1 idata 1 outh 1 uth 1 uth 1 outh 1 outh 1 uth 1 uth 1 uth 1 uth <td>2 30</td> <td></td> <td>12 30 1 00</td> <td></td> <td></td> <td>PM</td> <td>PM</td> <td>PM</td> <td>AM</td> <td>PM</td> <td>PM</td> <td>PM</td> <td>PM</td> <td>AM</td> <td>PM</td> <td>PM</td> <td>AM</td> <td>AM</td> <td>AM</td> <td>PM</td> <td>PM</td> <td>AM</td> <td>PM</td> <td>AM</td> <td>AM</td> <td>PM 10 28</td> <td>PM 10 28</td> <td>A</td> | 2 30 | | 12 30 1 00 | | | PM | PM | PM | AM | PM | PM | PM | PM | AM | PM | PM | AM | AM | AM | PM | PM | AM | PM | AM | AM | PM 10 28 | PM 10 28 | A |
| epew | | | · · · · · · · · · · · · · · · · · · · | | | 1 25 | | | ••••• | 3 25 | 3 20 | | 6 15 8 00 | | 6 15 9 00 | 8 25 | | ••••• | | 8 25 | 10 45 | | 11 05 | | | 11 50 | 12 10 | |
| ende | · · · · · · · · · · · · · · · · · · · | | | | | 2 35 | | | | 3 45 | 4 45 | | | | | | | | | 10 10 | | | | | | | | |
| ittenden. rfu. est Batavia tavia. uth Byron. est Bergen. rgen. utrchvil e. ill. ochester. schester. alworth. limyra. st Palmyrt. st Pa | · · · · · · · | | | | | | | | | 3 51 4 04 | | | | | | | | | | ssen- | | | | | | | | |
| tavia uth Byron. est Bergen. rgen. urchvil e. uth Vater. chester. schester. schester. st Palmyra. wark. Wark. yde. yde. schester. st Palmyra. swark. st Palmyra. st Palmy | | | | | | | | | | 4 09 4 18 | | | | | | | | | | 8.6 | | | | | | | | |
| uth Byron | | | | | | | | | | 14 26 4 39 | 5 87 | 7 36 | 8 48 | | 9 50 | 10 41 | | | | D B | | | | | | | | |
| rrgen. uurchvil e | | | | | | | | | | 4 50 54 56 | | | | | | | | | ····· | Coach Coach s carrie | | | | | | | | |
| hlli old Water | | | | | | | | | | 5 01 5 08 | | | | | | | | | | No Rers | | | | | | | | |
| ochester | | | | | | | • • • • • | | | 5 17 5 25 | | | | | | | | | | ZZa | | | | | ••••• | | | |
| dirport. alworth limyra. sist Palmyra. ewark. ons. yde | | | 2 18 | | | 3 54 | | | | 5 45 | 6 17 | | 9 24 | | 10 36 | | | | | 11 42 | | | 12 26 | | | | 1 32 | |
| alworth Jimyra | 8 15 . | | 2 20 | | | 3 56 | | 4 00 4 21 | | | 6 22 | | 9 29 | | TO 40 | 11 19 | | | No | 11 45 | | | 12 26 | | | | | |
| ist Palmyra | | | | | | | | 4 44 5 00 | | | | | | | | | | | ly. No carried | | | | | | | | | :: |
| yde | | | | | | | | 5 08 5 22 | | | 7 04 | | 10 13 | | | | | | 00 | | | | | | | | | :: |
| wannah | | | | | | | | 5 33 | | | 2 15 | | 10 23 | | | | | | | | | | | | | | | |
| | | | | | ••••• | | | 5 59 | | | | | | | | | | | 24 | | | | | | | | | |
| | | | | | | | | 6 21 | | | | | | | | | | | man h ps | | | | | ••••• | | | | |
| | 8 41 | | 3 48 | | | 5 27 | | 6 30 7 10 | | | | | 11 20 | | | 12 55 | | | Pullm | 1 20 | | | | | | | 3 04 | |
| | 3 44 | | 3 51 | 2 | | 5 30 | 6 15 6 30 | | | | 8 20 | | 11 30 | | 12 25 | 1 00 | ried | | HO | 1 25 | | | | | | ly. | 3 04 | |
| with Chittonongo | | | | only | | | 6 43 | | | | | | | | coach | | 23 | | | | only | | cial | | | on | 9 | : |
| illivan | | | | lay | | | 7 01 | | | 548 | 8 52 | | 12 03 | | 100 | | onl | | | | Cars | | Speci | | | Cars | alac | 1 |
| ampsville | | | | Sund | | | 7 09 7 22 | | | Daily | | | 12 16 | | uly. No carried. | | ars | | | | | | ne | | | | alle | : |
| erona | | | | | | | 7 27 | | | | | | | | | | n C | | | | Pullman | | ent | | | Coach ied. | Buffallonian | : |
| ome | | | 4 41 | Runs | | | 7 47 | | | 9 18 | 9 23 | | 12 36 | | rs o | | Pullman Coach pa | | | | Ilug | | Avent | | | Pul | | ŀ |
| hitesboro | | | | | | | 8 00 | | | 0.95 | | | 12 55 | | Ca | 2.01 | Pull | | | 2 26 | - | | Fifth | | | | 40 | 8 |
| | 4 41 4 48 | | 4 57 5 00 | 5 30 | | 6 30 6 35 | | | | 9 35 | 9 45 9 55 | | 1 10 | | Pullman pass | 2 03 | 5 | | | 2 31 | | | FI | | | | 4 1 | 1 |
| | | | | 5 52 5 57 | | | 9 14 9 22 | | | | | | | | ullr | | | | | | | | | | E | | | - |
| ttle Falls | | N | | 6 09 6 23 | | | 9 35 9 50 | | | | | | | Cars | A | | | | | | | | | 4 | ester | | | |
| rt Plain. | | on | | 6 32 | | | 10 02 | | | | | | | | | | | | | | Wolverine | | | Twentieth Limited | 2 | Detroiter | | 1 |
| orakers | | ays | | 6 42 7 00 | | | 10 30 | | | | | | | Pullman | | | | | | | ver | | | mi | Southy | etro | | |
| ribes Hill | | Sundays | | 7 10 | | | | | | | | | | Pu | | | | | | | Wol | | | Tw | So | D | | - |
| | | Su | | 7 23 | | | 10 48 | | | | 11 0 | | | | | | | | | | - | | | nce tury | | | | |
| est Albany | | ns | 6 27 | 7 52 | | 8 00 | | | | | 11 2 | | | | | | | | | | | | 277 0 | | | | | |
| lbany | 6 25 | Run | 6 55 | 8 45 | | 8 28 | 11 45 | | <u></u> | | 12 0 | | 3 10 | | dd | 3 5 | 4 05 | 4 14 | po | | IN4 30 |) | IND U | Adv | J5 39 | 9 5450 | | |
| lbany | 6 32 | §6 30 | 7 08 | | 7 25 | | | | 12 20 | | | | | | | 4 0 | 5 | | mited | | | | ried | | | | 6 1 | 12 |
| | SS. | | | | 7 48 | | | | | | | | | | | | | | Lin | | | | Car | | | | | |
| ewton Hook (Coxsackie) | Express | | | | 7 57 8 03 | ä | | | | | | | | | | | | | ork | | | | gers | | | | | |
| | | \$7 07 | | | 8 10 8 19 | | | | 1 16 | | | | 3 57 | | | | | | Yo | | | | sen | | p | | 6 5 | - |
| reendale(Catskill Station) | ate | | ys | | 8 27 | ltt | | | | | | | | - | ois | ara | | | New | | | | pas | only | urried | | | : |
| ermantown | Sta | | Sundayi | | 8 43 8 52 | | | | | | | | | Mail | roquois | Niagara | | | Z | | | | coach | Cars | only 's ct | | | *L |
| arrytown | pire | \$7 38 | s Su only | | 9 01 9 15 | | | | | | | | | 44 | - | | | | | | | | No ci | | ars | | | - |
| aatsburgh | Empi | | 1 8 | | 0 05 | 1 2 | | | | | | | | Fast | The | The | | | | | | | | ma | 1 Ca | | | |
| oughkeepsie | | \$8 05 | - | | 9 47 | 9 58 | | | 2 38 | | | | 4 47 | | | N5 2 | 4 | 5148 | N5 56 | | | 6 00 | only | Pullman | Pullman Cars only coach passengers can | | 7 3 | 9 |
| ew Hamburg | | §8 05 | | | 10 17 10 23 | | | | | | | | | | | X | | | | | | 6 16 | 5 | | Pull | | | |
| nelsea acon (Newburgh) | | 58 27 | | | 10 31 | | | | | | | | | | | 15 4 | 5 | | | | | 6 22 6 20 6 4 | | | 0 00 | | | |
| orm King | | | | | 10 42 10 47 | 1 | | | | | | | | | | | | | | | | 6 46 | Pullman | | Z | | | |
| arrison | | | | | 10 53 | | | | | | | | | | | x | | | | | | 7 00 | Pul | | | | | |
| armon) | 8134 | 19503 | 9/14 | | 11 11 | i10 49 | | | 3 54 | | | | 5 4 | 15 5 | 2 611 | | 5 6134 | 6144 | 16 53 | | 6159 | - | | 17 58 | 8 8 108 | 3 2 1 2 1 2 2 | | |
| sining Boost | | | | | 11 43 | | | | 4 04 | | | | | | | | | | | | | 7 4 | 2 | | | | | |
| NY (125th St.) | 9/10 | 19545 | 9159 | | 12 10 | 111 84 | | | 4 3 | 3 | | | G6 13 | | 9 710 | . B6 5 | 3 6159 | | 17 42 | 2 | | . 18 1 | 3 | | | • • • • • • • • | | |
| Y.(G.C.T.) | 9 30 | 10 \$ 00 | 0 10 10 | | 12 40 | 11 45 | | PM | 5 0 | 5 | AM | | 6 4 | 5 6 5 AM | 0 7 1 AN | 5 7 2 AM | 5 7 30 AM | 7 43 AM | 7 53 AM | AN | 8 00 AM | 0 8 2 AM | 4 8 3 AM | AM | AM 0 | 5 9 21 All | AM | 0 |
| .Y.(G.C.T.) | 9 30 PM | 10§00 | 0 10 10 PW | PW | 12 40 AN | PM 11 45 | PM | | 5 0 ³ | 5 | 1.000 | PM | 6 4 AM | 5 6 5 AM | 0 7 1 AM | AM | 1 | AM | 3 7 53 AM | AN | 1 | | 4 8 3 AM | MA | AM | | AM | 0 |

The Water Level Route

| Table 22 | 1 | | | | | E | -1- | | | T | - | | 1 | | | - | | | | | |
|--|--------------------|----------------|----------------------------|---|---|------------------------|-------------------------------------|--------|--------------------|------|--------------|--|----------------------------|--------------------------------------|---------------------|---|--------------------------------------|----------------------|------------------------|----------------------------------|--------------------------------|
| Table 22 | 1 | 1 32 | 1 52 | 1 | 162 ; | 16 | khar | ta | nd | 10 | olec | lo via Old Roa | d | 1. 2 | | | 63 1 | | | | |
| Mls. STATIONS | Ex. Sun. | Mon. only | Ex. Mon. | | Ex. Sun. | | Daily | | | | | STATIONS | Daily | | Sun. | Ex. Sun. | Daily | | | | |
| 0.0 Ly Chicago (Cent. Time) 6.7 "Englewood | | a station | |) | AM 5 50 6 03 | PM | PM 1 50 2 03 | | | | | W New York (G. C. T.) | | 2 04 | PM | PM | PM 11 55 | | | | |
| 26 2 " Garv | | | 5 3 3 | | 7 20 8 19 | | 2 42 3 50 | | *** *** | | | " Utica | | 9 22 | | | 5 21 6 30 | | | | |
| 58.8 " LaPorte 85.5 " South Bend 89.5 " Mishawaka | | | 7 4 10 4 4 20 5 4 40 |) | 9 09 9 19 9 40 | | 5 05 | | | | | * Rochester | | 7 | | 18. 1 | 8 18 81 | | | | |
| 100.6 Ar Elkhart. 01d Road No. | 36 | - 44 | 52 4 45 | 18 6 10 | 9 40 162 9 45 | 138 6 | | | | _ | | u Buffalo (Cent Term.) ^a Dunkirk. ^a Westfield | | | | | 10 02 | | | | |
| 8.3 "Bristol. 18.8 & White Plgeon 24.9 Ly Klinger Lake | | | 5 11 | 6 25 6 45 | 9 59 | | 5 45 5 57 6 15 | | | | | - Erie | | 5 09 6 03 | ····· | | 11 21 12 07 1 07 | | | | |
| 30.5 " Sturgis | | | 5 30 | | 10 25 10 40 | | 6 25 6 40 | | | | | " Cleveland " Elyria | | 8 45 | | | 2 50 | | • • • • • • • • • | | |
| 43.5 " Bronson | | | 5 42 5 52 6 12 | | 11 22 | | 6 52 ···· 7 04 ···· 7 30 ···· | | | | | " Elyria" " Sandusky Ir Toledo (East. Time) Old Road No | | 11 00 | | | 4 30 5 55 647 | | | | |
| 60.6 " Quincy 67.1 " Allen | | | 6 23 6 41 | | $11 \ 33 \ 11 \ 43$ | ····· / | 7 42 | | | | | Toledo (East. Time) | 7 15 | 11 10 10 10 | 5 05 4 05 | | 6 36 5 36 | | | | |
| 76 7 - Ethisdale | Call State States | | 6 55 7 05 | | 12 05 | | 8 05 ··· 8 25 ··· 8 35 ··· | | | | | | | | 2 00 | | 6 13 6 22 | | | | |
| 86.3 " Pittsford | | | 7 10 7 20 | | 12 21 12 31 | | 8 45 | | | | | * Palmyra. Ar Lenawee Jct. * Adrian. Ly Clayton. | 7 05 | 11 02 ee | | | 6 26 6 40 6 59 | | | | |
| 92.6 "Clayton. 110.0 "Adrian. 114.2 "Lenawee Junction | 216 5 | 51 | 7 31 7 55 8 01 | | 12 58 | 8 50 | 9 10 9 35 | | | | | Hudson. Pittsford. Osseo. Hillsdale. Jonesville. Allen. | | 11 28 11 41 | | | 7 09 | | • • • • • • • • | | |
| | | | 8 05 8 11 | | 1 14 | 4 00 | 9 50 | | | | | " Hillsdale " Jonesville | · · · · · · | 11 50 12 05 12 13 | | | 7 29 7 48 8 05 | | | • • • • • • • • • • | |
| 10.0 "Blissfield. 142.4 k Toledo (Cent. Time). 142.4 "Toledo (East. Time). | 8 3 9 3 52 | 0 | 8 44 9 44 52 | | 2 05 3 05 | 4 33 1 5 33 1 10 | 1 40 | | | | | " Allen. " Quincy. " Coldwater. | | 12 30 | | | f8 15 8 25 | | | | |
| 0.0 Ly Toledo (East. Time) 46.8 & Sandusky | . 10 0 | | 0 00 1 03 | | 8 30 | 6 22 1 7 22 | 1 55 | | | | | * Bronson | | 12 41 | | | 8 37 8 57 9 06 | | | | |
| 81.4 * Elyria 106 6 * Cleveland | . 11 5 | 0 1 8 1 | 1 50 2 38 | | 5 50 | 8 10 9 00 | 2 15 | | | | | " Sturgis" " Klinger Lake" " White Pigeon | | 1 24 | | 5 05 | 9 18 | | | | |
| 204.0 " Erle | 81 | 4 | 2 18 3 14 3 54 | | | 11 38 | 4 45 | | | | | " White Pigeon Ly Bristol &r Elkhart | | 1 40 | | 5 05 5 22 5 45 | 9 37 9 56 10 15 | | | | |
| 250.6 " Dunkirk. 291.7 " Buffalo (Cent. Term.) | 52 | 0 | 4 20 5 20 | | | 1 40 | 6 45 | | | | | | | 7 | | 23 | 43 | | 1 | | |
| | | | 36 9 24 | | <u>X4</u> | 5 39 | <u>58</u> 9 27 | | | | | tv Elkhart. Ar Mishawaka | | 2 37 2 45 | | 6 54 | 10 49 | | | | |
| 357.7 Ar Rochester | | 5 1 | 1 20 2 55 3 10 | | | 9 22 1 11 45 | 2 53 | | | | | " Gary | | | | 8122 | 12145 | | | | ••• |
| 585.5 " Albany 727.7 " New York (G. C. T.) | - 64 | 5 | 6 45 AM |) | 76 50 AM | 8 50 PM | 6 40 | | ••••• | | | " Chicago | AM | 4 58 PM | PM | 9 15 PM | 1 00 AM | | | | |
| Table 23 Cleve | land | l ai | nd ' | Tole | do | _ | | vall | k | | 1 | Table 24 (For Complete Ser | | | | | ailro | | Time | Tables) | |
| READ DOWN | | STAT | IONS | , | 19 Ex. | REA 23 Daily | D UP 89 Daily | | | | | STATIONS | 9 Ex. 1 | 17 Sun. | 11 Daily | 1 Daily | 7 Ex. | 25 | 21 Ex. | 18 8 Ex. Ex. un. Sun. | 28 Sun. only |
| Sun. AM AM 0.0 | - Chia | 000 11 | Cont 1 | Time) | Sun. PM Ar 8/30 | PM | AM 77 15 | | - | Ly I | New | | AM | AM | AM g | AM 8 15 | AM | PM | PM 1 45 | PM PM 8 5 | PM 5 7 40 |
| 10 22 85.5 | a | South | Bend | 1 | " D172 | 00 9 | r7 15 | | | | | | 0.00 | 3 15 | 6 45 7 05 | 8 30 8 45 | 11 15 11 30 | 1 15 1 30 2 19 | 2 10 | 4 00 7 0 | 7 <u>8 05</u> 5 <u>8 20</u> |
| 11 11 110.8 11 51 142.2 1 40 233.6 | Tole | Kend | allville allville | e "ime) | " Lv 10718 Lv 11718 | 6 02 5 09 2 40 | | | | " T | Vest | awken Straw Point vall urgh and ton ttles. | 4 43 4 53 | 5 25 5 35 | 9 17 01 9 29 17 | 8 45 9 33 9 57 10 06 10 16 10 37 11 05 11 23 | 11 30 12 20 12 47 12 57 | 2 42 2 51 | 3 35 | 4 59 8 1 5 32 8 3 5 42 8 4 | 5 9 35 |
| <u></u> <u>2 40</u> <u></u> <u>233.6</u> <u>.</u> | " .Tole Noru | do (H | Cast. 7 ranch | Nos. | Lv 11718 629 | 8 40 23 | | | | " H | light | and | 5 04 5 39 6 27 | 5 45 6 20 1 7 05 1 | 9 40 S 0 18 ou | 10 16 10 37 | 12 47 d 189 M | 3 01 3 23 3 48 | 4 25 | 5 52 8 5 6 23 9 2 | 5 9 55 6 10 26 |
| 3 28 4 24 7 5 | " | Mil | hurv | 'ime). | # (10 23 | | S | | | " S | auge | rties | 6 53 7 25 8 03 | 7 31 7 59 8 34 | E | | | 4 06 . | | 7 28 10 1 | 4 11 22 |
| 3 34 4 32 12.4 3 42 4 40 17.1 3 50 4 47 22.4 | u | Eln | noa nore. dsey. | | " 10 14 " 10 01 " 9 50 | | 18 10 | | | Ar H | lban | 18 y | 8 03 8 45 | 8 34 9 15 | | 12 09 12 45 | 3 50 | 4 55 . | | 8 18 11 0 8 57 11 4 | 5 12 01 |
| 4 02 5 03 29.5 4 14 5 15 37.9 4 28 5 27 45.3 | # # # # | . Frei Cl | nont. yde evue. | | " 10 14 10 10 11 10 11 1 10 01 1 9 50 1 9 40 1 9 21 1 9 08 1 8 54 1 8 20 1 1 8 20 1 1 8 10 1 1 7 48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 2 37 2 20 2 04 | 7 32 7 18 | | | | | | | 30 Ex. Sun. | 26 Daily | 8 Ex. Sun. | 12 Daily | | 18 6 ED aily Mo | | |
| 4 38 5 39 52.8 4 50 6 00 57.3 5 00 6 10 63.9 | | Monr Nor | walk. | | " 8 54 " 8 45 " 8 20 | 1 47 1 38 | 6 55 | | | | Iban | у | AM 4 20 | AM | AM 7 20 | AM 9 35 | PM 1 50 | PM 4 45 | M AM 5 40 112 | 55 | |
| 5 00 6 10 63.9 5 08 6 17 68.6 5 16 6 24 73.8 | | Wak Kij | eman | | " 8 10 " 7 59 | Z | 6 31 6 23 | | | Ar (| Catsk | na ill rties | 4 52 | | 7 50 | 10 13 10 38 | 2 20 Y u | 5 14 | 0 16 ¶1 6 49 | 40 | |
| 5 45 6 50 87.4 | | El | vria | | " 7 48 " 7 30 " 7 20 | 12 47 | 6 15 6 02 5 54 | | | " H | Kings | and | 6 20 7 01 | 7 10 180 | 8 50 9 12 9 3 | 12 18 | 4 29 - | 6 33 | 7 35 2 | 40 | |
| 6 03 7 04 97.8 6 10 7 10 100 6 | | Olmste | ed Fal | ls | " 7 11 " 7 05 | | 5 46 5 40 | | | # (| Corny | urgh yall | 7 38 7 48 7 58 | 7 39 8 14 8 24 8 35 9 16 | 9 3 9 4 9 5 | 12 53 | 5 1880 5 1880 5 1880 5 1880 | 6 56 | 8 55 3 | 40 | |
| 6 16 7 17 106.6 6 35 7 35 112.6 1 | r | . Clev | eland | | | 12 03 | | | | " V | Veeh | awken | 9 12 1 | 10 40 | 11 10 | J Z Z0 | 7 05 | 7 39 | 9 05 9 46 0 45 5 | 15 | |
| 10 60 9 15 8 20 0.0 10 09 9 13 31.1 | ä | .Cleve | eland. | a hard a second s | 41 Ar 4 56 | | 81 2 40 1 46 | | | | | York ft. W. 42d St York ft. Cortlandt St | 9 30 1 9 45 1 | 11 00 11 25 | 11 20 11 55 | 2 37 | 7 20 7 35 | 8 40 1 | | 00 | |
| 10 43 9 48 56.6 11 88 10 45 97 4 | | . Asht | abula | | 4 3 23 4 2 31 | 5 10 18 - 9 21 | 1 07 | | | | | | | | | nent | | | | | |
| 12 15 11 27 126.8 12 38 11 50 144 0 1 40 12 45 185.1 | | Dui | IKIFK. | 'erm.) | " 1 43 " 1 20 Lv 12 23 | 8 15 7 20 | 10 57 10 02 | | | NO | D. 3 | -Buffet Parlor CarWeeha -Buffet Parlor Car Weeha | wken | to Al | bany | | . 8-B | uffet Pa awken | arlor (| Albanyto Car Alban | Weehawke |
| AM PM I | - | | | - | cal T | AM | AM | | 1 | No | | -Parlor Car Weehawken t days only Parlor Car Weehawken t | | | Satur- | | . 18—Pr | arlor Ca | only | | eehawken- |
| | ••7 | The I | Belt | Line" | | | | | | | - | -Parlor Car Weehawken t | - | | So F | Bran | | arior Ca | r Alba | ny to We | ehawken |
| Leave Albany †6 00. §6 *11 30; *12 20 §12 30, †12 38 | 57. †7 , *1 30 | 00. † | 7 30, 0 *3 | †8 00. 30, †4 | *8 30, 05. *4 | †9 00 30, †5 | *9 30. 05. *5 3 | *10 3 | 30, 05 , | - | T | 20 | 2 20 | | | | - | | 1 | 203 205 | 11 |
| *6 30, †7 05, *7 33, *8 30. *9 3 Leave Troy †6 30, †7 00, *12 01, *12 57, *1 05, *2 00. | 0. *10 3 | 80. *11 | 30 PM. | | | | | | | Mls | | Su | n. Dail | | | | STAT | TIONS | | Daijy Sun AN PM | |
| *12 01, *12 57, *1 05, *2 00, †7 33, *8 00, *8 05, *9 00, *1 | *2 59 . 0 00, * | *4 00 11 00 |). †4 3 PM. | 7. *5 0 | 00, †5 3 | 1, *6 0 | 15, †6 3 | i0. *7 | 00, | 1 | 0 Lv 3 Ar | Syracuse | 30 3 (| 05 | | "] | Earlville | n | | 9 15 P1 3 | 30 |
| Time occupie | | | | lbany s | and Tro | y, 25 m | inutes | | | 224 | 2 " | Cazenovia | 30 4 1 20 4 2 00 5 4 | 12 | •• ••••• | 4 1 | fanlius | ia | | 11 10 ×4 | 30 |
| For Explanation of I | Refere | nce | Mark | s. See | e Page | 3 | | | Fo | | | , Sleeping and Dining | | | | | | | | 12 22 6 3 Pages 15 | |
| | | | 47 | | | | The | e V | Na | ter | r I | evel Route | | | | 48 | | 1 | | | |

| T-11- 0/ | | D I | T 11 00 D |
|--|--|---|--|
| Table 26 | 63 45-43 51 1 5 1 15 | n Road | Table 28 Rochester, Philadelphia and Washington |
| EX SUI | n Daily Ex Sun Ex Sun ExSun Daily Daily | Auourn Road Nos. | |
| 289.6 Ar Syracuse 3 2 | PN AM AM AM AM AM PN 0 11 55 12 25 8 30 2 900 11 007 3 00 | Ly Pittsford | |
| 0.0 Ly Syracuse | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | ly Victor Ar Canandaigua | 4 49 4 7 05 1 08 8 28 8 05 0.0 Ly Rochester |
| 3.8 Lv Solvay | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | ly Chapin | 5 16 7 22 1 96 3 50 8 97 1 1 Canandaigua 8 95 7 40 |
| 17.5 U Skaneateles Jct 5 22 26.1 U Auburn | 9 7 30 11 20 Z 6 12 5 8 00 11 40 3 15 \Re 4 50 6 35 10 10 | Ly Clifton Springs Ly Phelps Junction Ly Phelps & Geneva | 5 5 7 36 7 38 465 85 264.9 Ar Herrisburg |
| 26.8 U Auburn Monroe St. 36.9 Ly Cayuga | . 8 05 11 45 3 19 2 4 54 6 40 5 8 30 12 00 3 34 6 55 10/34 5 8 40 12 11 3 44 c 5 18 7 06 10 44 | kr Geneva Lv Geneva | |
| 44.9 Lv Waterloo | 4 8 49 12 20 3 52 8 5 25 7 1410 52 7 9 02 12 33 4 05 5 5 38 7 2711 05 | ly Geneva Ly Waterloo Ly Seneca Falls Ly Cayuga. | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ |
| 59.4 Ly Phelps | 9 10 12 40 40 12 <t< td=""><td>Ly Auburn Monroe St. Ly Auburn</td><td>6 527 8 47 1 00 2 44 5 27 10 06 7 00 9 00 1 05 2 51 5 40 10 15 7 13 9 14 7 13 9 14 7 2 52 5 1 5 40 10 15 7 13 5 9 14 7 2 5 1 5 40 10 15 8 2 10 2 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5</td></t<> | Ly Auburn Monroe St. Ly Auburn | 6 527 8 47 1 00 2 44 5 27 10 06 7 00 9 00 1 05 2 51 5 40 10 15 7 13 9 14 7 13 9 14 7 2 52 5 1 5 40 10 15 7 13 5 9 14 7 2 5 1 5 40 10 15 8 2 10 2 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 |
| 68.2 Lv Shortsville | 0 9 34 1 05 k L 6 04 7 57 8 9 42 1 130 k 6 12 8 04 4 s9 47 1 20 L 8 10 | Ly Martisco Ly Camillus | 7 30 9 26 15 30 42 45 5 6 10 30 4 Washington 7 20 7 55 7 36 9 33 50 6 22 6 8 22 4 Baltimore (Un. Sta.) 8 16 8 57 7 37 17 47 19 9 43 50 6 22 6 33 50 4 11 47 |
| 26.8 LAUDURN MONPOE St. 36.9 U Cayuga. 41.6 U Seneca Falls. 611 U Seneca Falls. 612 K 41.9 U Waterloo. 63.7 U Geneva. 61.0 L Phelps. 70.9 U Chitton Springs. 70.9 U Chapin. 74.0 U Chapin. 74.0 U Victor. 81.0 U Victor. 81.0 U Victor. 81.8 U Standalgua. 75.8 U Fishers. 81.8 Victor. 81.8 | 01 8 9 52 1 9 52 1 9 52 1 9 52 1 9 52 1 9 52 1 9 52 1 1 9 52 1 | kr Syracuse Main Line Nos. | |
| 87.8 Ly Fishers | 10 24 205 | Ly Syracuse & Albany | 11 45 9 1 25 5 30 6 25 12 01 3 10 Ar Rochester |
| 1 AM | AN PM PM PM PM PM PM | Prew Tork | |
| Table 27 | Fr 82 Fr 1 / // | Road | and Philadelphia to Canandaigua. |
| 0.0 Ly New York | AM PM PM AM 11 55 9 00 Iv Buffel | ATIONS (Cent.Term.) | PW PW PW I able to new fork, menneru Springs and |
| 142.2 Lv Albany | 3 20 12 30 Lv Buffal 8 14 5 37 Lv Terrac 85 127 37 49 Lv Black | to (Exch. St.) re (Note g) Rock | 6 20 6 20 6 24 6 24 |
| 0.0 Lv Rochester | 10 25 6 12 U Tollaw 6 32 U North | Tonawanda. | 5 53 NORTH-BOUND 45-43 1 6 00 Daily Daily Daily |
| 17.9 Ar Brockport | | zer Ridg | 6 11 |
| 37.1 Ar Knowlesville | | nsion Bridge 5 35 12 40 | 3 45 6 05 Ar Herkimer 7 41 2 27 4 25 6 18 U Herkimer 8 253 3 255 |
| 50.7 Ar Gasport | | ort | 4 25 6 42 6 40 Ar Richfield Springs 9 13 4 17 6 42 6 42 4 Cooperstown 10 09 5 13 |
| 30.6 Ly Lockport | 10 10< | a | 1 40 |
| 00.0 Ar Deach Ridge | /8 20 Ar Holley | | |
| 71.4 Ar North Tonawanda 8 00 72.9 Ar Tonawanda 8 00 | 8 30 Ar Spence | port | "Richfield Springs 8 49 11 30 7 14 |
| 78.6 Ar Black Rock 6 6 82.5 Ar Terrace (Note g) 8 16 83.0 Ar Buffalo (ExchangeSt) 8 26 85.5 Is Buffalo (ExchangeSt) 8 40 | D if Mais | 1 Line Nos. 18 56 | 9 50 12 53 9 22 |
| 85.5] & Buffalo(Cent.Term.) 8 40] | 9 10 kr Alban 8 10 kr New Y | y 1 25 8 28 ork 5 02 11 45 | Ar Albany |
| Table 22 Deal | Salada Miladana Dalla | | Table 33 Pennsylvania Division |
| | falo to Niagara Falls | | (See Pennsylvania Division Time Table For Complete Service) Lyons—Williamsport |
| STATIONS 209 211 Daily Daily Daily 0 | y Daily Daily Daily Daily Daily Daily | 245 Daily 10035 | READ DOWN READ UP 5 \$ 901 2 4 906 6 |
| 2 Ly Buffalo (Exch. St.) 9 1 | $\begin{smallmatrix} 0&11&20\\0&11&30\\311&33\\311&33\\1&1&38\\2&53\\311&43\\1&38\\2&53\\3&48\\5&5&5\\2&7&6\\1&2\\3&12\\3&12\\3&12\\3&12\\3&2&5\\3&3&48\\5&2&7\\6&18\\3&12\\3&12\\3&12\\3&2&5\\3&3&48\\5&2&7\\6&18\\3&12\\3&12\\3&12\\3&2&5\\3&3&48\\5&2&7\\6&18\\3&12\\3&12\\3&12\\3&12\\3&12\\3&12\\3&12\\3&12$ | 10,35 10 50 10 53 | Ex. Ex. Sun. Ex. M19. STATIONS Ex. Ex. Sun. Ex. Sun. Sun. Only Sun. |
| 3 Ar Terrace (Note g) 7 26 9 1 7 Black Rock 7 33 9 2 13 Tonawanda 7 40 9 3 14 N. Tonawanda 7 46 9 3 | 311 53 1 48 3 03 3 56 5 36 6 28 | | Pit Pit AM AM AM Fit Pit |
| 14 * N. Tonawanda 7 46 9 3 25 & Niagara Falls 8 05 9 5 27 * Susp. Bridge 8 15 10 0 | 711 57 1 52 3 07 4 00 5 40 6 39 | 11 17 | 9 03 7 05 Geneva 6 08 8 15 9 25 7 30 28 1 kr Dresden U 6 00 7 5 9 47 7 52 34 1 kr Dresden U 6 00 7 5 |
| Lv Niag. Falls (Via Gorge | | 11 50 | |
| Ar Lewiston [Route] Ar Toronto(C. S.S. Lines) | * ····· · ···· · ···· · ···· · ··· · · · | ····· | 4 30 5 15 10 00 12.6 Corning Ar 10 05 11 40 11 40 5 25 4 50 5 43 5 45 5 43 5 5 47 10 10 11 40 5 25 5 43 5 45 5 43 5 5 47 Lawrenceville 14 9 42 11 13 11 13 5 60 |
| | | | 5 51 |
| Nia | gara Falls to Buffalo | | |
| 358 204 208 | | 248 [] [| 9 33 9 33 2 03 181.7 "" 7.22 7.22 107 9 40 9.40 9.40 10 184.4 "" " |
| MC + | 210 216 356 230 236 232 246 • Daily Daily D'ly Daily Daily <td< td=""><td></td><td>Table 34 Williamsport—Clearfield</td></td<> | | Table 34 Williamsport—Clearfield |
| LvLewiston(ViaGorgeR te | ····· | · · · · · · · · · · · · · · · · · · · | READ DOWN READ UP \$\$\frac{37}{E_1}\$ \$\$\frac{33}{E_1}\$ \$\$\frac{37}{E_1}\$ \$\$\frac{33}{E_1}\$ \$\$\frac{37}{E_1}\$ \$\$\frac{36}{E_1}\$ |
| Ly Susp. Bridge. 6 007 20 8 00 | 9 25 11 25 1 15 3 10 5 05 6 05 8 10 9 35 11 35 1 25 3 20 5 15 6 15 8 25 | | Sun. Sun. Z Sun. Sun. Sun. |
| Nlagara Falls . 6 15 7 30 8 10 N. Tonawanda 7 50 8 29 Tonawanda 6 34 7 54 8 33 | 9 54 11 54 3 37 5 336 33 8 43 9 58 11 58 3 40 5 376 37 8 47 | LO 49 | 100 7 15 0.0 Lv |
| Black Rock | 10 10 12 12 3 48 5 506 50 8 58 10 21 12 20 3 59 6 017 01 9 09 10 25 12 25 2 10 6 057 05 9 13 | 1 01 | 2 15 <i>k</i> Jersey Shore <i>iv</i> 12 80 8 30 |
| Ar Dunalo (Cent. 1er.)/ 108 35 9 10 | 10 35 12 35 2 20 4 10 6 137 15 9 23. | 11 25 | PM PN AM PM |
| For Explanation of Referen | 49 | | r. Sleeping and Dining Car Service. See Main Line Trains, Pages 15 to 22 |
| | 10 | You Car | n Sleep |

| Main Line Nos | 51 Ex. | 5 41 Ex. D Daily Sun. | 83 63 aily Daily | 45 Ex. Sun. | Main Line Nos. | | | 36 Ex. |
|--|--|---|--|--|--|---|---|--|
| Ly New York | AM | AM PM 11 00 12 40 10 | PM PM 00 11 55 | AM 12 25 | ly Massena | AM AM AM 6 20 7 | | PM 6 30 |
| ar Utica. | 11 25 | 4 09 6 12 2 | 10 3 20 2 58 5 14 | 5 50 7 58 | | | 10 11 31 3 15 4 00 7 01 | 6 52 7 05 7 26 |
| | | 5 30 6 20 3†3 6 18 3 4†2 6 44 8 4†4 | 0 3§30 5†45 5§45 6 8 4§28 3 5 5 45 7 | \$25 8 45 \$25 9 45 \$54 10 20 | Ly Ogdensburg | | 05 10 45 3 20 8 45 6 30 40 11 25 3 55 4 25 7 10 | |
| 7 "Boonville 6 "Lyons Falls | | 6 44 em 4 4 7 02 8 em 5 t0 7 32 e 5 5 2 | 6 5806 24 24 8 | §15 10 39 §44 11 12 | Ly De Kalb Jct | | 45 12 09 3 57 4 35 7 35 06 12 32 4 24 4 55 7 57 | 7 45 |
| Ly Utaca. Ar Remsen. 7 " Boonville. 8 " Lyons Falls 9 " Lowville 9 " Lowville 9 " Carthage 1 y Carthage 8 Ar Watertown 1 Weatertown | ······ | 7 32 e 5†2 8 00 5 5†5 8 05 6†1 | | §10 11 40 | Ar Philadelphia | 8 27 9 | 37 1 05 5 00 5 25 8 26 9 25 3 30 4 05 | 8 40 |
| Ar Watertown | 4 35 5 35 | 8 40 9 10 6†4 | 5 6\$35 9720 8955 | 12 45 | " Morristown | | 9 45 3 50 4 25 | 7 55 |
| Ar Philadelphia | 5 28 6 27 | 10 05 10 05 7+4 | 7 7\$20 10†12 9\$43 | | Ar Philadelphia | *************************************** | ···· 10 53 4 25 5 00 ····· ··· 11 45 4 52 5 25 ····· | 8 30 |
| A Philadelphia | 5 20 | | 0 9 | \$50 12 25 | kr Philadelphia | | 4 40 4 40 4 40 | 4 00 |
| Ly Philadelphia Ar Clayton. | | 710 813 615 | 0 10 \$40 10 \$40 10 | §40 §10 | kr Carthage. | 9 00 | | 9 15 |
| Ar Redwood | · · · · · · · · · · · · · · · · · · · | 7†1 | 5 10+53 10\$34 10 | \$34 · · · · · · · · · · · · · · · · · · · | Lv Philadelphia Ar Watertown | | 37 10 8 26 9 00 | 8 58 9 30 |
| " Morristown | 6 52 | 7†5 8†2 | $9 \dots 11 + 32 11 \le 10 11 \\ 0 \dots 11 + 58 11 \le 30 11$ | §10 | Ar Carthage | | 25 1 10 5 05 9 15 1 50 5 45 9 15 | 9 15 |
| Ar Gouverneur | | 10 25 10 25 115 11 10 11 10 8†2 | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | 1 32 | " Lowville | 6 45 9 10 8 7 10 E 2 9 36 2 | 2 00 6 10 6 10 10 00 1 2 35 6 40 6 40 10 31 1 | 0 00 0 31 |
| Ar De Kalb Jct | | 11 44 11 44 8†4 9†0 | 4 8§15 11†33 10§48 0 8§25 12†10 10§55 | 4 00 | " Lyons Fans | A Rom Richla Ro 22 L 2 22 6 Richla Ro 22 L 2 20 6 6 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 0 53 |
| Ar Ogdensburg | | 12 23 12 23 9†1 | 5 9800 12+50 11835 6 8835 11+50 11802 | | TAN TATALAN | 8 20 10 49 9 05 9 28 11 30 1 | 3 44 7 55 7 58 11 41 1 10 4 25 8 40 8 35 12 15 1 | 2 15 |
| Ar De Kalb Jct. W De Kalb Jct. kr Ogdensburg. ar Canton " Potsdam. " Norwood. " Massena. | | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 8 8555 12+14 11521 5 9809 12+29 11531 | 3 01 | | 9 32 9 32 12 35 71 11 45 11 45 2 53 73 3 50 3 50 6 40 76 | 45 4 48 8 55 8 55 1 10 31 6 25 11 45 11 45 3 10 50 9 30 5 05 5 05 6 45 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |
| " Massena | PM PM | AM AM AM | AM PM AM | AM PM | | PM PM PM P | M PM AM AM AM | AM |
| Table 36 | Buffal | o, Roches | ter and Syrac | cuse to Wa | tertown, Ogdensburg | | a | |
| Main Line No | s. 10 10 Ex. Sun. Sun. Only | . Ex. Ex. | Ex. | 6 Jaily | Main Line Nos. | 43 335 337 33 Ex. Ex. Sun. Ex. Sun. Sun. Only Su | n. Sun. Sun. Only Sun. On | |
| Ly Buffalo (Cent. Tern | AM AM | AM AM 19 7 00 11 00 | PM PM | PM | Ly Massena | AM AM AM AI 6 20 7 | 40 10 45 2 20 3 25 6 30 6 | 30 |
| " Rochester | 6 10 6 | 8 32 12 26 10 10 11 2 05 | 2 15 3 56 12 3 41 5 27 | | " Potsdam | | 10 11 31 3 15 4 00 7 05 7 | 50 ····· · 01 ····· · |
| Ly Syracuse | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | 30 10 40 2 15 03 2 46 | 6+56 7882 - |)5 <i>T</i> 2§05 | - Canton | | 05 10 45 8 20 8 45 6 | 30 |
| " Parish | 7 45 7 | 33 8 19 | 7138 7531 5 5 | hage | Ly De Kalb Jct | 7 36 8 | 45 12 09 3 57 4 35 7 45 7 | <u>10</u> |
| " Richland | • | 40 11 40 3 27 55 11 41 3 38 | 8110 7850 st | Via Ut Cart | Ar Philadelphia | 8 21 9 | 37 1 05 5 00 5 25 8 40 8 | 57 |
| Ar Lacona " Adams " Watertown | 8 22 8 8 47 8 9 20 8 | | 8†18 8500 ≥ 8†35 8521 5 50 9†10 8555 6†4 | | " Morristown | 6 35 | 9 45 3 50 4 25 7 55 | |
| Ly Watertown | | 1 10 5 05 1 50 5 45 | 9†15 9§15 9†50 9§50 | | # Redwood | 7 15 | 10 53 4 25 5 00 8 30 | |
| kr Carthage kv Watertown kr Philadelphia | 9 40 9 | 10 12 45 4 55 43 1 12 5 28 | 6 00 9130 9530 711 | | Ly Clayton | ····· 6 40 ····· ··· ··· 7 25 ···· ··· | | 00 |
| Ly Philadelphia | | 00 5 35 | 715 | $5 10 \$00 \dots $ | Ar Watertown. | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 37 1 30 5 10 5 30 8 58 8 | 26 |
| Ar Clayton Ly Philadelphia Ar Redwood | | 10 5 45 | 6 35 6†5 7 07 7†1 | 0 10§10 | Lv Carthage | 6 10 7 50 6 45 8 25 | | 00 |
| " Hammond | | 53 6 34 | 7 33 7†3 7 55 7†5 | 8 10503 | Ly Watertown | 6 50 8 30 9 10 10 | | 15 |
| " Morristown " Ogdensburg Ly Philadelphia | | 10 6 52 30 7 10 53 1 32 | 8 20 8†2 6 35 10†25 10§25 7†5 | 0 11\$30 | " Lacona | 7 38 10 05 11 | 10 3 04 7 10 7 10 | |
| | | | 7 03 11+10 11\$10 8+2 7 22 11+44 11\$44 8+4 | 4 7904 4 8§15 | " Pulaski | 8 00 10 27 11 | 33 3 28 7 57 7 49 | |
| Ar Ogdensburg | | 55 35 | 7 50 9†0 8 25 9†3 | 0 §8 25 5 §9 00 | " Central Square | 8 20 10 45 11 8 35 11 00 12 9 15 10 20 11 35 12 | 03 4 06 8 26 8 25 Utica Uti | |
| Ar Canton | | 21 3 01 | 7 42 12†23 12§23 9†1 7 58 12†50 12§50 9†3 | 6 8\$35 8 8\$55 | Ar Syracuse | | 00 5 43 9716 9716 2 58 2 | 58 |
| " Norwood " Massena | 12 29 11 3 12 55 11 5 PM AM | 31 3 15 50 3 35 PM PM | 8 09 1†10 1§10 9†5 8 25 2†00 2§00 10†1 PM AM AM AM | 5 9§09 5 9§30 AM AN | | 11 12 1 30 2 43 2 12 50 3 15 4 08 4 PM PM PM PM PM | 43 7 17 10744 10744 4 43 4 08 8 50 12706 12706 6 35 6 PM AM AM AM AM AM AM AM | 43 35 |
| | (Pm) Am |) rm ; rm ; | Table 38 | | Utica and Osweg | | | |
| | | | STATIONS | 47-52 41-54 43-6 Ex. Ex | 68 68 | STATIONS | 53-42 57-44 73-48 Ex. Ex. | -11 |
| able 37 New You | k and Osweg | | STATIONS | Daily Sun. Su AM PM PM | n. Uaily | _ | Sun. Sun. Daily | |
| | | 2 | Ly Utica " Rome | 5 45 1 30 6 | 20 | " New Haven | 7 15 10 05 6 42 | |
| DOWN | | READ UP | Ar Camden "Richland | 6 47 2 28 7 7 35 3 15 7 | 12 | Ly Pulaski | 7 35 10 45 7 10 | *** ****** * |
| Ex. Sun. | ATIONS | Ex. Sun. Daily | k Pulaski | 18 14 3 56 8 | 19 8 19 30 8 30 37 8 37 | Ar Camden | 8 36 12 10 8 30 | |
| 5 9 00 Ly New Yor | k (G.C. Term.) | PM AM 5 02 6 45 | " New Haven " Oswego | †8 21 4 05 8 †8 45 4 30 9 | 37 8 37 ····· ···· ···· | " Rome " Utica | 9 11 12 50 9 13 9 28 1 10 9 35 | |
| 5 h 9 11 " New York | (125th St. Sta.) | " 14 51 16 34 " 1 25 3 10 | | | Vincent (25 miles) | Table 42-Carthage | and Newton Falls (46 miles |) |
| 3 8 57 hr | vracuse | Ar 9 55 10 37 | Leave Cape Vi | | †11 30 AM, † 3 50 PM. § 5 20 PM | Leave Carthage † Leave Newton Fa | 8 23 AM, §9 15 AM ills * 3 00 PM | |
| 5 4 40 LV | Oswego | " 8 40 9 15 | Table 40—Water Leave Waterto | | ts Harbor (12 miles) | | ohia and Clayton (22 miles) | |
| 35 5 30 Ar | Sterling | " 7 34 7 53 | Leave Sackets | Harbor †9 45 AM | | Leave Philadelph Leave Clayton | ia †7 55 AM, §10 00 AM, † 5 3 †6 45 AM, §8 45 AM, * 4 00 PM | 5 PM, §6 1 |
| 35 5 80 Ar | | " 7 12 7 25 | Table 41-Water | town and Carth | age (18 miles) | | | |
| 35 5 30 Ar 33 5 58 a 52 6 36 Ar 11 6 56 a 27 25 a W 37 7 33 a | Sodus | " 7 07 7 14 " 6 56 8 50 | | | \$8 25 AM. 11 10 PM. 15 05 PM | | eur and Edwards (14 miles) | |
| 35 5 300 Ar 52 6 86 Ar 11 6 56 " 32 7 25 " W 87 7 33 " W 41 7 43 " W | allington Sodus Illiamson Vebster harlotte | " 7 07 7 14 " 6 56 6 59 " 6 36 6 34 " 6 15 6 10 | Leave Waterto *9 15 PM | own †7 30 AM, | \$8 25 AM, † 1 10 PM, † 5 05 PM, 610 AM, †7 50 AM, † 12 05 PM, | Leave Gouverney | r †8 35 AM, §10 30 AM, † 7 10 P 9 30 AM, §11 20 AM, † 8 00 PM | M |

| Harlem Division | Table 49 Detroit Branch |
|--|---|
| Table 46 New York—Chatham—Pittsfield—North Adams (See Division Time Table for Complete Service) | SOUTHBOUND (Eastern Time) M.C. 301 M.C. 303 M.C. 305 M.C. 223 M.C. 225 M.C. 309 N.Y.C. 227 Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily |
| (See Division Time Table for Complete Service) MI STATIONS L. E. Sun. | A (Eastern Time) 301 303 305 223 225 307 309 227 0.0 UDETROIT (M.C.Term.). 8 00 120 131 1011 |
| | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ |
| No. 5—Parlor Car New York to Chatham. No. 13—Club Car and Buffet Parlor Car New York to Pittsfield. No. 15—Buffet Club Car and Parlor Car New York to North Adams. No. 43—Parlor Car New York to Chatham. No. 14—Parlor Car New York to Chatham. No. 14—Parlor Car Chatham to New York. No. 22—Buffet Club Car and Parlor Car North Adams to New York. No. 40—Parlor Car Chatham to New York. No. 50—Buffet Club Car and Parlor Car North Adams to New York. No. 54—Club Car and Buffet Parlor Car Pittsfield to New York. | Columbus. No. 225-252 — Club Car, Parlor Car and Dining Car Detroit to Cleveland. No. 227-288 — Sleeping Cars Detroit to Cleveland and Columbus. No. 301-52 — Broller Buffet Parlor Car Detroit to Buffalo. Parlor Car Detroit to Cleve- land except Sunday. Dining Car Detroit to Columbus. No. 303 — Parlor Car Detroit to Columbus. No. 305-86 — Observation Parlor Car and Dining Car Detroit to Pittsburgh. No. 307-88 — Sleeping Cars Detroit to Youngstown and Pittsburgh. No. 289-222 — Sleeping Cars Cleveland to Detroit. No. 42-224 — Parlor Car Cleveland to Detroit. No. 43-228 — Parlor Car Cleveland to Detroit. No. 43-228 — Parlor Car Cleveland to Detroit. No. 85-306 — Observation Parlor Car Buffalo to Detroit. Parlor Car Columbus to Detroit. No. 87-304 — Sleeping Cars, Pittsburgh, Youngstown and Columbus to Detroit. No. 87-304 — Sleeping Cars, Pittsburgh Youngstown and Columbus to Detroit. |
| Table 47 Ottawa Division READ DOWN READ DOWN | No. 251-312—Club Car, Parlor Car and Dining Car Cleveland to, Detroit. Table 50 Oil City Branch Alliance Division |
| 63 61 STATIONS 60 62 | |
| Ex Sun Ex Sun Miles Ex Sun Ex Sun PM 5450 0.0 Lv Tupper Lake Jct Ar AM 10620 0 29 16.4 Ar Bay Pond V 9 20 7 7 13 34.3 Ar Santa Clara Ly 9 34 7 7 13 34.3 Ar Santa Clara Ly 11 30 7 47 5 505 8 45 70.0 Ar Cornwall Ly 10 20 6 55 5 48 9 25 89.6 Ar Finch Ly 25 6 00 77.15 11405 126.7 Ar Ottawa Ly 75.5 45.15 | Sun. Sun. <t< th=""></t<> |
| Table 48 Valley Branch | 7 51 9 00 36 Jamestown 8 15 6 59. 9 11 4 NewtonFalls 4 33 7 59 9 08 41Osgood 8 85 6 51. 9 22 11Palmyra 4 21 8 13 9 22 48Hadley 7 51 6 17 |
| READ DOWN STATIONS READ UP Bt. Et. ** STATIONS Et. ** Bt. Et. ** STATIONS Et. ** ** Bt. Et. ** ** ** ** ** ** Bt. Et. ** ** ** ** ** ** Bt. Stat. ** ** ** ** ** ** Bt. Stat. ** ** ** ** ** ** | 7 61 8 50 30 |
| 2 48 9 04 14 "Lily Dale" 10 11 4 55 | E STATIONS 38 STATIONS 31 33 E (Central Time) E (Central Time) S E |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Sun. Daily Daily Daily Daily Daily Sun. Lv Grand Rapids (M.C.R.R.). H AM AM FW Toledo (E.T.). 6 5 6 7 7 8 5 1 7 7 7 7 7 7 7 7 |
| Per Perturbation of Defense Market and Defe | Parlor cars between Jackson and Grand Rapids. r, Sleeping and Dining Car Service, See Main Line Trains, Pages 15 to 22 |
| | r, Sleeping and Dining Car Service, See Main Line Trains, Pages 15 to 22 |
| Tou ca | ni picch |

The Water Level Route

51

| Table 53 Ft. Wayne Branch | Table 64 Chicago—Danville—Evansville—Cairo |
|---|---|
| is STATIONS (Central Time) 48 Ex. Sun Math 50 Ex. Sun Math STATIONS (Central Time) 47 Ex. Sun Math 49 Ex. Sun Path 0.0 by JACKSON | Image: Startions Image: Startions Image: Starting Star |
| 99.9 * Vistula. 75 15 * Hillards. 9 30 105.0 # Bristol. 5 22 * Dorr. 9 33 113.3 & Elkhart 5 45 * Byron Center. 9 45 & CHICAGO. 9 15 * GRAND RAPIDS. 10 15 & CHICAGO. 9 15 * GRAND RAPIDS. 10 15 & CHICAGO. 9 15 * GRAND RAPIDS. 10 15 & Stat. & Stat. & Stat. & Stat. & Stat. | E 8 55 63.5 " |
| Image: Second state in the se | Display 8 50 9 25 65.6 73.6 a Demotic. a 2 35 9 25 Display 9 25 73.6 a Scheldy a 2 35 9 25 Display b a Scheldy a b a b b a Scheldy a b a b b a b a b a b a b a b a b a b a a a a a b a |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | Table 66 Lansing Branch (Motor Cars.) $\frac{44}{54}$ $\frac{1}{2}$ STATIONS $\frac{41}{54}$ $\frac{44}{550}$ $\frac{1}{2}$ $\frac{1000}{500}$ $\frac{1000}{500}$ $\frac{44}{54}$ $\frac{1}{2}$ $\frac{1000}{500}$ $\frac{1000}{500}$ $\frac{414}{531}$ $\frac{1000}{2}$ $\frac{1000}{500}$ $\frac{1000}{500}$ $\frac{414}{5312}$ $\frac{1000}{2}$ $\frac{1000}{500}$ $\frac{1000}{500}$ $\frac{414}{5312}$ $\frac{1000}{2}$ $\frac{1000}{500}$ $\frac{512}{500}$ $\frac{414}{5312}$ $\frac{1000}{2}$ $\frac{1000}{500}$ $\frac{512}{500}$ $\frac{414}{53312}$ $\frac{1000}{2}$ $\frac{1000}{500}$ $\frac{1000}{2}$ $\frac{414}{53312}$ $\frac{1000}{2}$ $\frac{1000}{2}$ |

| OHIO AND SOUTHERN DIVISIONS | | | | | | | | |
|--|--|----------------------------|--|--|-----------|---------------------------------------|-------------------|---|
| Table 70 Detroit, Toledo, Columbus, Charleston and Norfolk Table 71 Charleston and Swiss | | | | | | | | |
| and the second | 2 4 Daily Daily | 6 8 Daily Daily | STATIONS | 7 3 Daily Daily | 100 C | | L = | READ DOWN READ UP 1 \$6 \$4 |
| La DETROIT, M.C. Term.E.T. | AM AM 1 01 8 00 | PM PM 12 05 4 25 | Lv Norfolk (N.&W.Ry.). | PM AM 12 15 | PM | PM | AM | PM AM PM |
| Lin CHICAGO (N. Y. C.) C. T | | | Lv Durham Lv Lynchburg Lv Winston-Salem | <u>5 00</u> 2 30 | | ····· ··· ··· | | |
| 16.8 " Sugar Ridge 20.7 " Bowling Green | 4 23 10 40 | 2 27 6 45 | Lv Roanoke Lv Blueñeld. Lv Welch. &r Columbus (UnionSta.) | 6 40 | | | ••• | |
| 24.0 " Portage 30.0 " Cygnet. 34.3 " Galatea (N.Baltimore) 38.9 " Mortimer | 10/54 | | " Dunbar | 6 30 | | 4 50 | *** | 4 04 7 42 42 7 "Belva. " 8 22 4 44 4 17 7 55 47.0] Ar |
| 38.9 " Mortimer 44.1 " Findlay 54.0 " Arlington 58.1 " Williamstown | 11/41 | 3 01 7 23 7 50 | " Institute" " Sattes (St. Albans) " Nitro" " Raymond City" | 6 57 7 04 7 13 | | 5 14 | | |
| 61.3 " Dunkirk 72.2 " Kenton. 81.5 " Ridgeway 89.7 " West Mansfield | 5 40 12 12 12/25 6 45 12 40 | 3 40 8 05 | " Black Betsey. " Red House (Winfield) " Buffalo. | <i>J7</i> 19 7 31 7 49 | | · · · · · · · · · · · · · · · · · · · | | Table 72 Charleston and Hitop |
| 95.7 " Raymonds 97.5 " Peoria 104.2 " Marysville | | 4 25 8 45 | " Leon. " Pt. Pleasant, W. Va" | 8 07 8 28 | | 6 09 | | READ DOWN READ UP |
| 132.2 Ly Columbus (Union Sta.) 135.1 " South Columbus | 7 15 1 50 7 40 8 05 | <u>5 10 9 25</u> 5 25 | Ar Gallipolis, O | ····· 8 54 | | 6a15 | | ItEAD DOWN IteAD DOWN Ex. Bill Sun. Sun. |
| 144.2 " Brice. 149.0 " Pickerington 157.2 " Basil 157.8 " Baltimore | 8 39 | ······ | Lv Kanauga ArHobson(Middleport-Pomeroy) LvHobson(Middleport-Pomeroy) "Rutland. | 9 30 9 30 9 39 | | 6 40 6 40 | | PH AM 5 40 0.0 1yCharleston k 940 640 3 12 6 22 12.5Elkview |
| 160.8 " Thurston | 8 49 | 6 24 | " Rutland. " Albany kr Athens. " Cheuncey | $ \begin{array}{c} \dots \\ 10 17 \\ 10 47 \\ 10 55 \\ 11 05 \end{array} $ | | 7 45 | | 3 3 3 Elkvlew, 8 50 5 57 3 18 6 28 14.1 Elkvlew, 8 50 5 57 4 28 7.38 34.3 " Blue Creek, 8 52 5 51 4 28 7.38 34.3 " Blue Creek, 7 4 4 38 4 32 7.42 35.3 h - Hittop, Lu 7 4 4 38 9 M M Pu M Pu M Pu |
| 163.5 * Pieasantville. 163.3 * Rushville. 173.8 * Bremen. 180.6 * Junction City 180.7 * New Lexington. 192.0 * Moxahala. 196.1 * Rendville. 197.4 k Corning. 205.4 * Gilouster. 205.4 * Glouster. 207.8 * Contraction. | 9 14 9 27 9 40 | u 6 44 57 u 7 08 | Ar Attents IV Attens. " Chauncey. " Jacksonville " Glouster hr Corning IV Corning " Rendville " Moxahala | | | 8 20 ··· | | |
| 196.1 " Rendville 197.4 & Corning | $ \begin{array}{ccccccccccccccccccccccccccccccccc$ | 7 28 | <pre>u Corning</pre> | 11 55 11 58 12 06 | | 8 43 | | |
| 205.4 " Glouster. 207.8 " Jacksonville. 214.2 " Chauncey. | 10 43 10 50 11 05 | 2 7 52 | " Junction City | 12 18 12 27 12 40 | | 9 08 9 17 9 30 | | Table 73 Toledo, Fostoria, Bucyrus and Thurston |
| 214.2 "Chauncey" 220.4 # Athens | 11 19 11 29 11 57 | <u>8 19</u> <u>8 23</u> | ^a Bremen | 100 1100 110 117 | | 9 50 | | |
| 230.0 "Albany 248.3 "Rutland 253.2 & Hobson(Middleard-Pemeroy) Ly Hobson(Middleard-Pemeroy) 263.4 & Kanauga | 12 49 | 9 31 | " Brice | 1 41 | | | *** | READ DOWN READ UP (Big 4 Big 4 Big 4 Big 4 24 Big 4 Big 4 Big 4 Big 4 Big 4 Big 4 Big 4 Big 4 Big 4 Big 4 Big |
| 263.4 k Kanauga. 267.9 k Gallipolis. O. k Gallipolis. O. Kanauga. 266.0 k Pt. Pleasant, W. Va. | 1 25 1 30 1 48 | 10 05 | Ly Columbus (Union Sta.) | 7 45 2 40 | 5 50 | 10 45 E 12 | 01 . | |
| 277.7 " Leon | 2 22 | 10 05 f | " Raymonds | | 6/46 | ino | | |
| 296.9 " Red House (Winfield) 301.9 " Black Betsey | 3 09 | 10/59 | " Kenton " Dunkirk. " Williamstown | 9 13 4 04 9 26 4 23 | 720735 | Charle | 31 | 2 082 88 10 8 55 24.8 |
| 307.4 "Nitro | 3 18 3 23 (8 98 | ••••• | West Mansheld. Ridgeway. Kenton. Dunkirk. Williamstown. Arlington. Findlay. Mortimer. Galatea (N. Baltimore Cygnet. Portage. | 9 53 4 49 4/59 | 7/48 8 08 | 2 | 12 | 10 00 Lr Incyrus. Ar |
| 116.0 "Dunbar. 123.0 & Charleston, W. Va. Ly Columbus(UnionSta)(N&W Ry) & Welch. & Bluefield. | 3 50 | 11 25 10 15 6 48 | | | | | 2 45 | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ |
| Ar Roanoke | | 3 55 | " Dunbridge w Lime City r TOLEDO (E.T) | 11.00 6.00 | 0 00 | | | 11 53 124.8 * Alexandrin. * 149 12 06 129.6 * Granville (Newark) * 139 12 12 123 * Heath * Heath * 130 |
| Image: | | | Ar CHICAGO (N.Y.C.) C. T Ar DETROIT, M.C. Term. E.T. | 73 30 10 00 12 50 7 50 PM PM | | 2 2 2 2 | 25 _05 7 45 | 12/23 142.1 ".Lakeside Park. " |
| The second second | 18 1385 | | DINING CAR SERVIC | | | | - | AM PR AN PR . AM PM PM PM |

SLEEPING, PARLOR AND DINING CAR SERVICE

No. 2—Sleeping car Chicago, Detroit and Toledo to Columbus (open for occupancy at Detroit and Toledo at 10.00 p.m.)
 No. 4—Club Diner Detroit to Columbus.

No. 6-Charlestonian-Parlor car Detroit to Columbus. Broiler Buffet, Parlor car Columbus to Charleston.

No. 8—Parlor car and Club Diner Detroit to Columbus.
 Sleeping car Detroit to Norfolk.
 No. 1—Sleeping Car Columbus to Toledo, Detroit and Chicago. (May be occupied at Toledo until 8.00 a.m.)

No. 3-Parlor car Columbus to Detroit,

No. 5-Parlor car and Club Diner Columbus to Toledo.

No. 7—Club Diner Columbus to Detroit. Sleeping car Norfolk to Detroit.

No. 9-Charlestonian-Broiler Buffet, Parlor car Charleston to Columbus.

REFERENCE MARKS

Daily. †—Daily except Sunday.
 Stops on signal to receive or discharge passengers for or from Columbus and beyond.
 Oon Mondays leaves 1.50 a.m.
 B-Stops on signal for passengers from N. Y. C. & St. L. No. 2.
 f—Stops on signal to receive or discharge passengers.
 r—Carries passengers in Pullman Cars only.

57

Table 74 Columbus and St. Marys

| READ DOWN | | | | READ UP | | | | |
|---------------------------------------|---|----------------------|--|--------------------------------|--|---------------------------------------|-----|--|
| | 72 Ex Sun | Miles | Eastern Time | 71 Ex Sun | | | | |
| | AM 6 55 7 55 9 30 | 0.0 0.0 10.6 | Ly .ST. MARYS (C. T.). Ar "St. Marys (E. T.)" | PM 1 00 2 00 12 55 | | | | |
| · · · · · · · · · · · · · · · · · · · | $ \begin{array}{c} 10 & 00 \\ 10 & 40 \\ 10 & 45 \end{array} $ | 17.7 26.2 28.1 | " Russell's Point " | 12 15 11 40 11 30 | | | | |
| ····· | $ \begin{bmatrix} 11 & 20 \\ 12 & 00 \\ 12 & 00 \end{bmatrix} $ | 31.3 39.6 | kr Bellefontaine Lu LyBellefontaine kr | 10 50 | | · · · · · · · · · · · · · · · · · · · | *** | |
| | 12 45 1 10 1 40 | 46.3 51.6 58.8 | " East Liberty | 10 00 9 40 9 30 | | · · · · · · · · · · · · · · · · · · · | | |
| | 4 20 | 65.5 93.5 | " Marysville | 8 30 | | | | |

New York Central Representatives in Mexico and Cuba

Wells Fargo & Company, S. A., have been appointed General Agents for the New York Central Lines in Mexico and Cuba with offices in the cities listed below.

These offices are equipped to give New York Central patrons complete information regarding travel in those countries: make hotel and sleeping car reservations; attend to exchange of foreign money and shipping of curios and arrange personally conducted or unescorted tours.

Mail may be sent in care of these offices to be held until called for or forwarded.

At the border offices at Laredo, Texas and Nogales, Arizona and the maritime ports, Tampico and Vera Cruz, the Company's agents are equipped to render great assistance to travelers in connection with the various customs formalities.

Wells Fargo & Co., S. A. General Agents in Mexico and Cuba

MEVICO

Mexico City Marconi No. 2 Cinco de Mayo 15 Hotel Regis Laredo, Tex. Nuevo Laredo, Tamps. Pachuca, Hgo. Puebla, Pue. Tampico, Tamps. Vera Cruz, Ver.

Guadalajara, Jal. Ave. de Los Heros No. 173 Culiacan, Sin. Hermosillo, Son. Juaymas, Son Mazatlan, Sin. Nogales, Son. Tepic, Nay. San Blas, Sin.

CUBA

Camaguey, Cam. Martires, No. 28 Ciego de Aviles, Cam. Guantanamo, Ote

Moron, Cam. Nuevitas, Cam. Santa Clara, S. C. Santiago, Ote

Stop Over at Niagara Falls

Passengers traveling via New York Central Lines are given an opportunity to stop over at Niagara Falls from one to ten days by depositing ticket upon arrival with depot ticket agent at Niagara Falls, N. Y. or Buffalo, N. Y.

Free Side Trip to Niagara Falls

Ticket for a trip to Niagara Falls and return will be furnished without charge upon application to depot ticket agent, Central Terminal, Buf-falo, to passengers holding first class tickets reading through Buffalo via New York Central Lines. This privilege is accorded only to passengers holding tickets from Cleveland, O., Youngstown, O., St. Thomas, Ont. and stations beyond to Rochester, N. Y. and stations beyond or vice versa.

Stop Overs at Other Points

A stop over of not to exceed ten days will be granted holders of all first class tickets at any or all of the points below through which their ticket reads. This privilege will only be granted when route beyond stop over point is via New York Central Lines. If ticket reads via any other line beyond stop over point, regulations of that line govern.

| Albany, N. Y. | Evansville, Ind. | St. Louis, Mo. |
|-----------------------|---------------------------------------|--------------------|
| Ann Arbor, Mich. | Fort Wayne, Ind. | Sandusky, O. |
| Battle Creek, Mich. | Geneva, N. Y. | Schenectady, N. Y |
| Boston, Mass. | Indianapolis, Ind. | South Bend, Ind. |
| Buffalo, N. Y. | Jackson, Mich. | Springfield, Mass. |
| Chicago, Ill. | Kalamazoo, Mich. | Springfield, O. |
| Cincinnati, O. | Lansing, Mich. | Syracuse, N. Y. |
| Cleveland, O. | Louisville, Ky. | Toledo, O. |
| Clifton Springs, N.Y. | Marion, O. | Troy, N. Y. |
| Columbus, O. | New York, N. Y. | Utica, N. Y. |
| Corning, N. Y. | Niagara Falls, N.Y. | Watertown, N. Y. |
| Dayton, O. | Niagara Falls, Ont. | Westfield, N.Y. |
| Detroit, Mich. | Pittsburgh, Pa. | Worcester, Mass. |
| Erie, Pa. | Pittsfield, Mass. Rochester, N. Y. | Youngstown, O. |
| ~ | | |

Consult ticket agent or conductors for additional information

The Water Level Route 59

New York Central Foreign Service

Cable Address-Nycentral

Travelers are invited to make their business and social headquarters, in the principal foreign cities, at American Express offices, where they will find-

- The latest newspapers and periodicals from America. Writing rooms for the convenience of patrons.
- A mail department, under expert supervision, for the receipt, holding or forwarding of patrons' mail. Complete cable service.
- Facilities for receiving and exchanging foreign money. English speaking employees.
- A complete Travel service. At prevailing tariff rates you can secure railway, steamship, airplane, sightseeing, automobile and sleeping car reservations.
- Or you can arrange personally conducted or unescorted tours or special trips and secure in advance transportation and hotel reservations. You can store, or have forwarded, your baggage and parcels and secure both baggage and accident insurance.
- Information Bureaus for the guidance of travelers with respect to every phase of their visiting and sightseeingwhere to go; where to live; where to ship; where to eat; where to find American or native doctors, dentists, or lawyers; tipping; taxicab services and fees.
- Look for the uniformed American Express couriers and interpreters who meet the boats at principal ports at the trains at principal stations abroad for the purpose of assisting patrons of this Company. In Europe you will find these uniformed men at frontier points ready to assist you in meeting immigration and customs requirements.

American Express General Foreign Agents

OFFICES IN FOREIGN COUNTRIES

GREAT BRITAIN GREAT BRITAIN London-G Haymarket, S. W. 1 79 Bishopsgate, E. C. 2 Literpool-31 James St. Southampton-25 Oxford St. Glasgow-115 Hope St. (W. A. William-son, Ltd.)

Edinburgh-10 Frederick St. (W. A. Williamson, Ltd.) FRANCE

FRANCE FRATS-11 Rue Scribe Harve-2 Place Jules Ferry Marselles-13 La Cannebiere Nice-2 Rue du Congres Cannes-6 Bis, Rue des Belges Biarritz-2 Avenue de l'Hotel de Ville *Monte Carlo, Monaco-Grand Hotel rue de l'Hermitace. de l'Hermitage

SWITZERLAND SWITZERLAND Lucerne-6 Lowenstrasse Zurich-3 Sihiporteplatz Basle-67 Aeschenvorstadt 'Interlaken-33 Hoheweg Montreuz-83 Grande Rue *Luyano-Palace Hotel, Piazza G. Tell Geneva-7 Rue du Mont Blanc ITALY Rome—38 Piazza di Spagna Naples—58 Piazza dei Martiri Genoa—Via Balbi (Hotel Colombia)

Muan-2 Piazza le Parini Florence-2 & 4 Via Tornabuoni Ventce-Riva Degli Schiavoni, 4200/1 *Palermo-142 Via Stabile *Taormina-217 Corso Umberto

BELGIUM Antwerp—87 Place de Meir Brussels—121 Boulevard Adolphe Max

DENMARK Copenhagen—23 Amagertory

ma

GERMANY Berlin—55 Charlottenstrasse, W. 8. Hamburg—16-18 Alsterdamm Munich—14 Maximiliansplatz AUSTRIA Vienna-Karntnerring No. 14, Vienna 1 HOLLAND Amsterdam—88/90 Rokin Rotterdam-26-A Beurspl GREECE Athens—23-B Stadium St. Piraeus—42 Philonos St. TURKEY Istanbul—4th Vakout Han; Rue Hami-dic; Baghtche Kapou *Assuan—Grand Hotel Cairo—Continental Savoy Buildings *Luxor—Winter Palace Hotel PALESTINE Jerusalem-Jaffa Road INDIA Calcutta—14 Government Place, East Bombay—Temple Bar Bldg., 143 Espla-nade Rd. Colombo, Ceylon—Church Street

STRAITS SETTLEMENTS Singapore-Collyer Quay, Union Bldg *Penang-Eastern and Oriental Hotel CHINA

Hongkong-4 Des Voeux Road, Central Shanghal-14 Kluklang Road Tientsin-137 Victoria Road Peking-Grand Hotel des Wagon-Lits

JAPAN JAPAN Yokohama-7 Nihon Odori, Nakaku PHILPPINE ISLANDS Mantla-11 Plaza Moraga ARGENTINE Buenos Atres-633 Lavalle

*Season office

You Can Sleep

60

Dependable Freight Service CARLOAD AND THROUGH MERCHANDISE SERVICE SECOND TO NONE

HE present day practices in manufacturing and merchandising require prompt and regular delivery of materials and supplies. To accomplish this, dependable, expedited freight service is necessary.

The New York Central Lines, serving with its own rails so many industrial and commercial centers, and with its direct connections reaching all points in America, is in position to serve you exceptionally well by providing the freight service essential to your requirements.

Industrial Opportunities, Factory Sites, Warehouses, Supply Yards

Manufacturing plant sites are available adjacent to New York Central Lines, and as they traverse territory containing the greatest number of desirable markets, it will be found advantageous to locate where these

61

For detailed information concerning through cars, receiving and delivery stations, or any other feature of our freight service, consult Freight Traffic Department Representatives shown on pages 7 and 8.

Ship Your Freight via **NEW YORK CENTRAL LINES**

PRINTED IN U.S A.

RAND MCNALLY & CO. NEW YORK

In all Cities reached and served by the New York Central Lines, warehouses are conveniently located and contiguous to business sections. These facilities, if needed, are available to meet all requirements.



lines can be a part of your successful operation. Also of importance is that of fuel supply and raw material, which is readily accessible.

Warehouse Facilities and Location Thereof

Passing Reports

A complete system of carload passing reports is established at all principal yards. These reports are sent daily to all freight traffic offices of the New York Central Lines, and these offices are in a position to give complete and prompt information concerning the movement of carload shipments.

"I can sleep on the water level route"

says LOWELL THOMAS

"Most of my life has been spent in going somewhere, or in coming back from somewhere. I have never bothered about computing the distance, but I suspect that I have roamed around and around the globe for more than a million miles. In all that travel I have never encountered any means of transportation more comfortable than the world-famous Twentieth Century Limited, and I find that its fame has spread even to far countries. I can sleep on New York Central's water level route!"

Lowell Thomas

"The Radio Voice of the Literary Digest"—world traveler, explorer, war correspondent and author of nearly a score of famous books of adventure and biography such as "With Lawrence in Arabia," "Count Luckner, The Sea Devil," and the much discussed "India, Land of the Black Pagoda."

NEW

The 20-Hour Fleet

5 Chicago to New York Fast Mail Lv Chicago 9:50 a.m. Ar New York 6:50 a.m. The Wolverine

(Via Michigan Central) Lv Chicago 11:00 a.m. Ar New York 8:00 a.m.

Advance 20th Century Limited Lv Chicago 12:00 Noon Ar New York 9:00 a.m. 20th Century Limited Lv Chicago 12:40 p.m. Ar New York 9:40 a.m. The Commodore Vanderbilt Lv Chicago 3:00 p.m. Ar New York 12:00 Noon

YORK

The Water Level Route ~~~~

4 New York to Chicago

Advance 20th Century Limited Lv New York 2:00 p.m. Ar Chicago 9:00 a.m.

20th Century Limited Lv New York 2:45 p.m. Ar Chicago 9:45 a.m.

The Commodore Vanderbilt Lv New York 4:00 p.m. Ar Chicago 11:00 a.m.

The Wolverine (Via Michigan Central) Lv New York 5:00 p.m. Ar Chicago 12:00 Noon

CENTRAL

🕶 You Can Sleep

There are eleven other trains from Chicago to New York and twelve from New York to Chicago, including the famous Fifth Avenue Special and Lake Shore Limited at varying fares depending upon time en route.