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Timetable Collectors, Inc.**

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THE HARD WAY:

CHICAGO TO UPSTATE NEW YORK BY INTERURBAN

In the years around the First World War, the New York Central System dispatched some sixteen trains a day from Chicago to Upstate New York points, en route to New York or Boston. The most distinguished of these, the Twentieth Century Limited, was oriented almost exclusively toward end-point traffic, making only a few grudging conditional stops in the Upstate cities; but the rest were quite content to take on business in the likes of Syracuse and Rochester, and some served smaller towns as well. In the summer of 1916, a passenger bound from Chicago to Little Falls might, for example, have boarded a Pullman on No. 42, the Boston Express, at Chicago's Central Station in time for a 12:05 a.m. departure, and would, after a leisurely journey on the Michigan Central and the NYC proper, have been deposited on the station platform at Little Falls at 10:50 the next evening, shoes shined, coat brushed, and bulging with the provender of a (somewhat secondary) Central diner.

That was doing it the easy way.

But, from 1910 (with the completion of the Winona Interurban) to 1922 (the abandonment of the Cleveland & Erie), the traveller with a taste for adventure and three and a half days to spare had another option. He could have made the journey from Chicago to Little Falls by interurban electric railway. Or rather, to be strictly accurate, by sixteen interurbans, with a change of cars (and attendant risk of missed connections) at fifteen points. (Actually, the trip could have started far north of Chicago, at Elkhart Lake, Wisconsin.) Through ticketing for the journey would have

been impossible, but all of the companies between Chicago and Ashabula would have honored Central Electric Railway Association mileage coupons. Accommodations would have been no-frills green plush coach for most of the stages, but some of the roads did offer parlor service at various periods.

It may be asked whether anyone actually made this journey. No doubt a few did undertake this or some similar trolley odyssey; but this must have been limited to traction buffs rather than ordinary travellers. In 1910, an Oneida Railway car chartered by a group of Utica businessmen made a round trip to Louisville, Kentucky; but, for all practical passenger traffic purposes, the Chicago-area, Indiana-Ohio, and Upstate New York interurban networks might as well have been on separate planets.

In the following pages, we trace a hypothetical journey from Chicago to Little Falls by interurban. It has been impossible to assemble a set of schedules in effect at the same time (and, indeed, fourteen miles of the trip is unrepresented by any timetable). However, this problem has been minimized by relying as much as possible on two regional interurban guides: CERA's Electric Railways Official Timetables in Indiana, Michigan, Ohio, Kentucky for March 1917, and Official Electric Railway Guide, New York State for November 1912. Of the individual-road timetables needed to fill in the lacunae in these two publications, only the 1933 International Railway issue is seriously out-of-period. Overall running times, if not specific arrival and departure times, tended to remain consistent over a period of many years.

ITINERARY FOR OUR TRACTION TREK

<u>STATION</u>	<u>TIME</u>	<u>ROAD</u>	<u>SOURCE</u>
Lv. Chicago	7:45 am Mon.	CLS&SB	CERA Guide, 3/17
Ar. South Bend	10:50 am "		
Lv. South Bend	11:00 am "	CSE&NI	"
Ar. Goshen	12:25 pm "		
Lv. Goshen	12:35 pm "	Winona	"
Ar. Peru	3:00 pm "		
Lv. Peru	3:22 pm "	FtW&NI	"
Ar. Ft. Wayne	5:35 pm "		
Lv. Ft. Wayne	8:05 pm "	Ohio Elec.	"
Ar. Lima	10:30 pm "		
Lv. Lima	9:20 am Tue.	Ohio Elec.	"
Ar. Toledo	11:35 am "		
Lv. Toledo	1:30 pm "	Lake Shore	"
Ar. Cleveland	5:50 pm "		
Lv. Cleveland	7:00 pm "	CP&E-CP&A	CP&E-CP&A 9/16/20
Ar. Ashtabula	10:20 pm "		
Lv. Ashtabula	SEE NOTE	Wed. P & O	SEE NOTE
Ar. Conneaut	NOTE		
Lv. Conneaut	10:35 am "	C & E	C & E 3/17/12
Ar. Erie	12:25 pm "		
Lv. Erie	1:05 pm "	B & L E	NY State Electric Railway Guide, 11/12
Ar. Buffalo	5:45 pm "		
Lv. Buffalo	6:10 pm "	Internat'l	International Ry., 6/20/33
Ar. Lockport	7:20 pm "		
Lv. Lockport	8:30 pm "	B L & R	NY State Electric Railway Guide, 11/12
Ar. Rochester	10:48 pm "		
Lv. Rochester	6:00 am Thu.	R S & E	"
Ar. Syracuse	9:27 am "		
Lv. Syracuse	9:35 am "	Oneida	"
Ar. Utica	11:34 am "		
Lv. Utica	12:00 n'n "	U & M V	"
Ar. Little Falls	1:00 pm "		

NOTE: The Pennsylvania & Ohio is not represented in the author's collection, or in any guide known to the author. Presumably this company scheduled an early-morning departure from Ashtabula which connected with Cleveland & Erie's mid-morning car from Conneaut.

THE CHICAGO, LAKE SHORE & SOUTH BEND RAILWAY COMPANY

C. N. WILCOXON, President and General Manager.
 F. PANTEL, Auditor.
 W. E. ROLSTON, Superintendent of Power and Equipment.

S. H. TOLLES, Vice President, Cleveland, Ohio.
 H. G. FAIRBORN, Traffic Manager.
 GEO. W. DALTON, Traveling Freight and Passenger Agent.

R. R. ALEXANDER, Sec'y and Treas., Cleveland, Ohio.
 J. K. GRAY, Superintendent of Transportation.
 General Offices, Michigan City, Indiana.

Daily Except Sunday Trains

SOUTH BEND TO CHICAGO—West Bound

Mil	STATIONS	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	
0	South Bend	Lv	5 20	7 30	8 30	10 30	11 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 00	11 00					
7	Lydick	Lv	5 35	7 45	8 45	10 45	11 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 15	11 15					
14	New Carlisle	Lv	5 47	7 57	8 57	10 57	11 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 25	11 25					
15	Hudson Lake	Lv	5 49	7 59	8 59	10 59	11 59	1 59	2 59	3 59	4 59	5 59	6 59	7 59	8 59	9 27	11 27					
34	Michigan City	Lv	5 30	6 41	8 30	9 48	11 30	12 48	2 30	3 48	4 30	5 30	6 30	7 30	8 30	9 10	11 08					
48	Tremont	Lv	5 44	7 01	8 30	9 48	11 06	12 06	1 06	2 06	3 06	4 06	5 06	6 06	7 06	7 32	10 26					
49	Dune Park	Lv	5 57	7 15	8 30	9 48	10 17	11 17	1 17	2 17	3 17	4 17	5 17	6 17	7 17	7 43	10 37					
55	Miller	Lv	6 22	7 27	8 30	9 48	10 29	11 29	1 29	2 29	3 29	4 29	5 29	6 29	7 29	7 55	10 49					
59	Gary	Lv	5 40	6 10	6 35	7 10	7 42	8 35	9 12	9 45	10 42	11 43	12 12	1 00	1 29	2 00	2 28	3 00	3 30	4 00	4 30	5 00
67	East Chicago	Lv	6 04	6 32	6 58	7 31	8 02	8 58	9 32	10 08	11 02	12 02	1 23	2 02	2 25	2 55	3 25	3 55	4 25	4 55	5 25	5 55
69	Hammond	Lv	6 11	6 39	7 05	7 38	8 09	8 55	9 39	10 11	10 51	11 51	12 39	1 30	2 09	2 32	3 02	3 32	4 02	4 32	5 02	5 32
71	Hegewisch	Lv	6 18	6 46	7 12	7 44	8 15	8 59	9 12	9 45	10 21	11 21	12 07	1 37	2 15	2 38	3 08	3 38	4 08	4 38	5 08	5 38
75	Kensington	Chic. Ar	6 28	6 57	7 22	7 54	8 25	8 59	9 21	9 55	10 31	11 31	12 15	1 47	2 25	2 48	3 18	3 48	4 18	4 48	5 18	5 48
76	Pullman	Chic. Ar	6 33	7 00	7 25	7 57	8 30	9 25	10 00	10 35	11 30	12 15	1 50	2 30	3 00	3 23	3 53	4 23	4 53	5 23	5 53	6 23

Daily Except Sunday Trains

CHICAGO TO SOUTH BEND—East Bound

Mil	STATIONS	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.
0	Randolph St.	Lv	5 20	5 55	6 35	7 45	8 40	9 15	10 00	10 45	11 20	12 20	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45
7	Van Buren St.	Lv	5 22	5 57	6 37	7 48	8 42	9 17	10 02	10 47	11 22	12 22	1 47	2 47	3 47	4 47	5 47	6 47	7 47	8 47	9 47
14	Central Station	Lv	5 25	6 00	6 40	7 50	8 44	9 19	10 04	10 49	11 24	12 24	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49	9 49
15	43rd St.	Lv	5 29	6 04	6 44	7 54	8 48	9 23	10 08	10 53	11 28	12 28	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53
34	Hyde Park, 53rd	Lv	5 46	6 17	6 57	8 08	8 52	9 30	10 15	11 00	11 35	12 35	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50
7	Woodlawn, 63rd	Lv	5 53	6 23	7 03	8 00	8 57	9 33	10 18	11 03	11 38	12 38	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53
10	Grand Crossing	Lv	6 00	6 30	7 10	8 07	9 05	9 37	10 22	11 07	11 42	12 42	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57
14	Pullman	Ill. Ar	6 14	6 47	7 24	8 07	9 17	10 28	11 13	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57	10 57
15	Kensington	Ill. Ar	6 16	6 49	7 26	8 09	9 19	10 30	11 15	11 59	12 59	1 59	2 59	3 59	4 59	5 59	6 59	7 59	8 59	9 59	10 59

Sunday Only Trains

SOUTH BEND TO CHICAGO—West Bound

Mil	STATIONS	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.
0	South Bend	Lv	5 20	7 30	8 30	10 30	11 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 00	11 00				
7	Lydick	Lv	5 35	7 45	8 45	10 45	11 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 15	11 15				
14	New Carlisle	Lv	5 47	7 57	8 57	10 57	11 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 25	11 25				
15	Hudson Lake	Lv	5 49	7 59	8 59	10 59	11 59	1 59	2 59	3 59	4 59	5 59	6 59	7 59	8 59	9 27	11 27				
34	Michigan City	Lv	5 30	6 41	8 30	9 48	11 30	12 48	2 30	3 48	4 30	5 30	6 30	7 30	8 30	9 10	11 08				
48	Tremont	Lv	5 44	7 01	8 30	9 48	11 06	12 06	1 06	2 06	3 06	4 06	5 06	6 06	7 06	7 32	10 26				
49	Dune Park	Lv	5 57	7 15	8 30	9 48	10 17	11 17	1 17	2 17	3 17	4 17	5 17	6 17	7 17	7 43	10 37				
55	Miller	Lv	6 22	7 27	8 30	9 48	10 29	11 29	1 29	2 29	3 29	4 29	5 29	6 29	7 29	7 55	10 49				
59	Gary	Lv	6 35	7 42	8 15	9 12	9 45	10 42	11 15	12 12	12 45	1 42	2 45	3 45	4 42	5 15	5 40	6 12	6 42	7 12	7 42
67	East Chicago	Lv	6 58	8 02	8 49	9 32	10 10	11 03	11 40	12 32	1 10	2 03	3 07	4 10	5 03	5 40	6 33	7 38	8 37	9 46	10 23
69	Hammond	Lv	7 05	8 09	8 47	9 39	10 17	11 10	11 47	12 39	1 17	2 10	3 14	4 17	5 10	5 47	6 40	7 45	8 44	9 54	10 31
71	Hegewisch	Lv	7 12	8 15	8 54	9 45	10 24	11 17	11 54	12 45	1 24	2 17	3 21	4 24	5 17	5 54	6 47	7 52	8 51	10 02	10 39
75	Kensington	Ar	7 22	8 25	9 04	9 55	10 34	11 27	12 04	1 55	1 34	2 27	3 30	4 34	5 27	6 04	6 58	7 57	8 56	10 12	10 49
76	Pullman	Ar	7 25	8 30	9 07	10 00	10 37	11 30	12 07	1 55	1 37	2 30	3 33	4 37	5 30	6 07	7 01	8 05	9 05	10 15	10 52

Chicago passengers change to Illinois trains at Pullman. *Passengers for South Shore Line stations change at Pullman. †Passengers for South Shore Line stations change at Kensington.
 At Gary, this company's train connect with those of the Gary & Southern Traction Company to and from Crown Point, Ind. At Michigan City with trains of the Chicago, South Bend & Northern Indiana Railway Company to and from Laporte, Ind. At South Bend with trains of the Chicago, South Bend & Northern Indiana Railway Company to and from Mishawaka, Elkhart and ... Ind. At South Bend with trains of the Southern Michigan Railway Company to and from Niles and St. Joseph, Mich.

The first stage of the interurban marathon was actually behind steam. CLS&SB's (later CSS&SB's) own trackage began at a connection with the Illinois Central at Pullman, 14 miles south of downtown Chicago. Prior to electrification of IC's suburban service in 1926, the interurban's cars were hauled between Randolph Street and Pullman behind IC's suburban tank locomotives.

THE LAKE SHORE ELECTRIC RAILWAY

E. W. MOORE, President, Cleveland, Ohio.
JOHN P. WIRTH, Sec'y and Treas., Cleveland, Ohio.

F. W. COEN, Vice-Pres. and Gen'l Mgr., Sandusky, Ohio.
L. K. BURGE, Gen'l Superintendent, Sandusky, Ohio.

J. F. STARKEY, Gen'l Pass. Agt., Sandusky, Ohio.

CLEVELAND, ELYRIA, LORAIN, VERMILION, SANDUSKY, NORWALK, BELLEVUE, CLYDE, FREMONT, LIMA, TOLEDO AND DETROIT

West Bound—Read Down

East Bound—Read Up

Limited Trains										Limited Trains												
MII	STATIONS										MII	STATIONS										
7 30	5 30	3 30	1 30	11 30	9 30	7 30	5 30	Lima		0	Lv	Cleveland	Ar	8 50	9 50	11 50	1 50	3 50	5 50	7 50	9 50	11 50
8 00	6 00	4 00	2 00	12 00	10 00	8 00	6 00	8		8	Lv	Rocky River	Ar	8 16	9 16	11 16	1 16	3 16	5 16	7 16	9 16	11 16
8 30	6 30	4 30	2 30	12 30	10 30	8 30	6 30	27		27	Lv	Lorain	Ar	7 50	8 50	10 50	12 50	2 50	4 50	6 50	8 50	10 50
8 51	6 51	4 51	2 51	12 51	10 51	8 51	6 51	37		37	Lv	Vermilion	Ar	7 28	8 28	10 28	12 28	2 28	4 28	6 28	8 28	10 28
								44		44	Lv	Ruggles' Grove	Ar	7 17	8 17	10 17	12 17	2 17	4 17	6 17	8 17	10 17
9 07	7 07	5 07	3 07	1 07	11 07	9 07	7 07	45		45	Lv	Ceylon Jet	Ar	7 14	8 14	10 14	12 14	2 14	4 14	6 14	8 14	10 14
9 19	7 19	5 19	3 19	1 19	11 19	9 19	7 19	50		50	Lv	Huron	Ar	7 04	8 04	10 04	12 04	2 04	4 04	6 04	8 04	10 04
9 35	7 35	5 35	3 35	1 35	11 35	9 35	7 35	60		60	Lv	Sandusky	Ar	6 35	7 35	9 35	11 35	1 35	3 35	5 35	7 35	9 35
9 40	7 40	5 40	3 40	1 40	11 40	9 40	7 40	64		64	Lv	Sandusky	Ar	6 30	7 30	9 30	11 30	1 30	3 30	5 30	7 30	9 30
10 00	8 00	6 00	4 00	2 00	12 00	10 00	8 00	66		66	Lv	Castalia	Ar	6 12	7 12	9 12	11 12	1 12	3 12	5 12	7 12	9 12
10 12	8 12	6 12	4 12	2 12	12 12	10 12	8 12	71		71	Lv	Whitmore	Ar	6 03	7 03	9 03	11 03	1 03	3 03	5 03	7 03	9 03
10 16	8 16	6 16	4 16	2 16	12 16	10 16	8 16	73		73	Lv	Vickery	Ar	6 00	7 00	9 00	11 00	1 00	3 00	5 00	7 00	9 00
10 22	8 22	6 22	4 22	2 22	12 22	10 22	8 22	77		77	Lv	Erlin	Ar	5 52	6 52	8 52	10 52	1 52	3 52	5 52	7 52	9 52
10 35	8 35	6 35	4 35	2 35	12 35	10 35	8 35	85		85	Lv	Fremont	Ar	5 40	6 40	8 40	10 40	12 40	2 40	4 40	6 40	8 40

All Limited trains not showing flag stop at Gibsonsburg Jct. will stop to discharge passengers from points east of Fremont.

CONNECTIONS

TOLEDO—Detroit, Monroe & Toledo Short Line Toledo & Western Ry. Toledo & Indiana Ry. Toledo, Bowling Green & Southern Ry. Maumee Valley Ry. Toledo, Ottawa Beach & Northern Ry. Toledo, Fostoria & Findlay Ry. Ohio Electric Ry. And all steam roads diverging.

GENOA—The Northwestern Ohio Ry. & Power Co.

WOODVILLE—Lake Erie, Bowling Green & Napoleon Ry. Pennsylvania Ry.

FREMONT—Wheeling & Lake Erie R. R. L. E. & W. R. R. and F. & F. (Electric.)

CLYDE—Cleveland, Cincinnati, Chicago & St. Louis Ry.

BELLEVUE—Nickel Plate. Pennsylvania.

MONROEVILLE—Baltimore & Ohio R. R.

NORWALK—Sandusky, Norwalk & Mansfield Ry. Cleveland Southwestern, Columbus Ry. Wheeling & Lake Erie R. R.

SANDUSKY—Baltimore & Ohio R. R. Cleveland, Chicago & St. Louis Ry.

HURON—Wheeling & Lake Erie R. R.

LORAIN—Lorain St. R. R. for Elyria. Baltimore & Ohio R. R.

CLEVELAND—Northern Ohio Traction & Light Co. Cleveland, Painesville & Eastern Ry. Eastern Ohio Traction Co. And all steam roads diverging.

West Bound

Local Trains

MII	STATIONS										
0	Lv	Cleveland	Ohio	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00
8	Lv	Rocky River	Ohio	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35
11	Lv	Dover	Ohio	5 47	6 47	7 47	8 47	9 47	10 47	11 47	12 47
13	Lv	Eagle Cliff	Ohio	5 52	6 52	7 52	8 52	9 52	10 52	11 52	12 52
20	Lv	Beach Park	Ohio	5 00	5 05	6 05	7 05	8 05	9 05	10 05	11 05
27	Lv	Lorain	Ohio	5 20	5 25	6 25	7 25	8 25	9 25	10 25	11 25
37	Lv	Vermilion	Ohio	5 51	6 51	7 51	8 51	9 51	10 51	11 51	12 51
44	Lv	Ruggles' Grove	Ohio	6 08	6 08	7 08	8 08	9 08	10 08	11 08	12 08
45	Ar	Ceylon Jet	Ohio	6 14	6 14	7 14	8 14	9 14	10 14	11 14	12 14
45	Lv	Ceylon Jet	Ohio	6 20	7 07	8 20	10 20	12 20	2 20	4 20	6 20
50	Lv	Huron	Ohio	6 30	7 13	8 30	10 30	12 30	2 30	4 30	6 30
60	Ar	Sandusky	Ohio	7 05	7 40	9 05	11 05	1 05	3 05	5 05	7 05
60	Lv	Sandusky	Ohio	8 40	10 40	12 40	2 40	4 40	6 40	8 40	10 40
66	Lv	Castalia	Ohio	9 00	11 00	1 00	3 00	5 00	7 00	9 00	11 00
71	Lv	Whitmore	Ohio	9 12	11 12	1 12	3 12	5 12	7 12	9 12	11 12
73	Lv	Vickery	Ohio	9 16	11 16	1 16	3 16	5 16	7 16	9 16	11 16
77	Lv	Erlin	Ohio	9 22	11 22	1 22	3 22	5 22	7 22	9 22	11 22
83	Ar	Fremont	Ohio	9 40	11 40	1 40	3 40	5 40	7 40	9 40	11 40
49	Lv	Berlin Heights	Ohio	6 25	8 25	10 25	12 25	2 25	4 25	6 25	8 25
58	Lv	Norwalk	Ohio	7 00	9 00	11 00	1 00	3 00	5 00	7 00	9 00
63	Lv	Monroe Jct	Ohio	6 12	8 12	10 12	1 12	3 12	5 12	7 12	9 12
71	Lv	Bellevue	Ohio	6 35	8 35	10 35	1 35	3 35	5 35	7 35	9 35
79	Lv	Clyde	Ohio	5 50	6 53	8 53	1 53	3 53	5 53	7 53	9 53
87	Lv	Fremont	Ohio	4 40	5 35	6 15	7 15	8 15	9 15	10 15	11 15
94	Lv	Hessville	Ohio	5 51	6 39	7 39	8 39	9 39	10 39	11 39	12 39
98	Lv	Gibsonburg Jct	Ohio	5 59	6 45	7 45	8 45	9 45	10 45	11 45	12 45
101	Lv	Woodville	Ohio	5 05	6 01	7 01	8 01	9 01	10 01	11 01	12 01
106	Lv	Genoa	Ohio	5 12	6 07	7 07	8 07	9 07	10 07	11 07	12 07
120	Ar	Toledo	Ohio	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00

East Bound

Local Trains

MII	STATIONS										
0	Lv	Toledo	Ohio	6 00	8 00	10 00	12 00	2 00	4 00	6 00	8 00
14	Lv	Genoa	Ohio	6 45	8 45	10 45	12 45	2 45	4 45	6 45	8 45
19	Lv	Woodville	Ohio	6 53	8 53	10 53	12 53	2 53	4 53	6 53	8 53
22	Lv	Gibsonburg Jct	Ohio	7 03	9 03	11 03	1 03	3 03	5 03	7 03	9 03
26	Lv	Hessville	Ohio	7 10	9 10	11 10	1 10	3 10	5 10	7 10	9 10
33	Ar	Fremont	Ohio	5 35	7 35	9 35	1 35	3 35	5 35	7 35	9 35
33	Lv	Fremont	Ohio	7 40	9 40	11 40	1 40	3 40	5 40	7 40	9 40
39	Lv	Erlin	Ohio	7 52	9 52	11 52	1 52	3 52	5 52	7 52	9 52
43	Lv	Vickery	Ohio	8 00	10 00	12 00	2 00	4 00	6 00	8 00	10 00
45	Lv	Whitmore	Ohio	8 04	10 04	12 04	2 04	4 04	6 04	8 04	10 04
50	Lv	Castalia	Ohio	8 14	10 14	12 14	2 14	4 14	6 14	8 14	10 14
56	Ar	Sandusky	Ohio	8 35	10 35	12 35	2 35	4 35	6 35	8 35	10 35
56	Lv	Sandusky	Ohio	5 30	6 20	7 20	8 20	9 20	10 20	11 20	12 20
66	Lv	Huron	Ohio	6 04	6 54	7 54	8 54	9 54	10 54	11 54	12 54
71	Ar	Ceylon Jet	Ohio	6 10	7 00	8 00	9 00	10 00	11 00	12 00	1 00

East Bound Trains continued on next page.

As an alternative to our chosen routing via Toledo, it would have been possible to have left Lima at 3:00 a.m. on a through car to Cleveland via the Western Ohio; Toledo, Fostoria & Findlay; and Lake Shore Electric, via Findlay and Fremont. This would have permitted a midday arrival in Cleveland.

**The Cleveland
Painesville & Eastern
Railroad Co.**

**The Cleveland
Painesville & Ashtabula
Railroad Co.**

TIME TABLE

IN EFFECT SEPT. 16, 1920

Subject to change without notice



Showing Time of Limited Trains
Local, Express and Baggage

W. H. DOUGLAS
VICE PRES. & GEN. MGR.

JOHN HARPER
SUPT TRANSPORTATION

THE WARD & SHAW CO., PRINTERS, CLEVELAND

Timetable covers for two of the next three stages are shown here. Cleveland, Painesville & Eastern and its Siamese twin, the Cleveland, Painesville & Ashtabula, operated between Cleveland and Ashtabula, Ohio. The schedule portion of this 1920 folder is reproduced on page 12.

The next 14 miles, between Ashtabula and Conneaut, were operated by the Pennsylvania & Ohio Electric Railway, which is not represented in the author's collection. This company was abandoned in 1924.

Between 1903 and 1922, the Cleveland & Erie Railway (Conneaut & Erie until 1909) was part of the chain of inter-urbans along the south shore of Lake Erie. The timetable cover below boasts of "first class service," but Hilton and Due have a different story, going so far as to state that this company was "notorious for the poor quality of its service."

SCHEDULE No. 5.

**CLEVELAND & ERIE
RAILWAY CO.**

IN EFFECT MARCH 17th, 1912.

Subject to change without notice.

EASTERN TIME

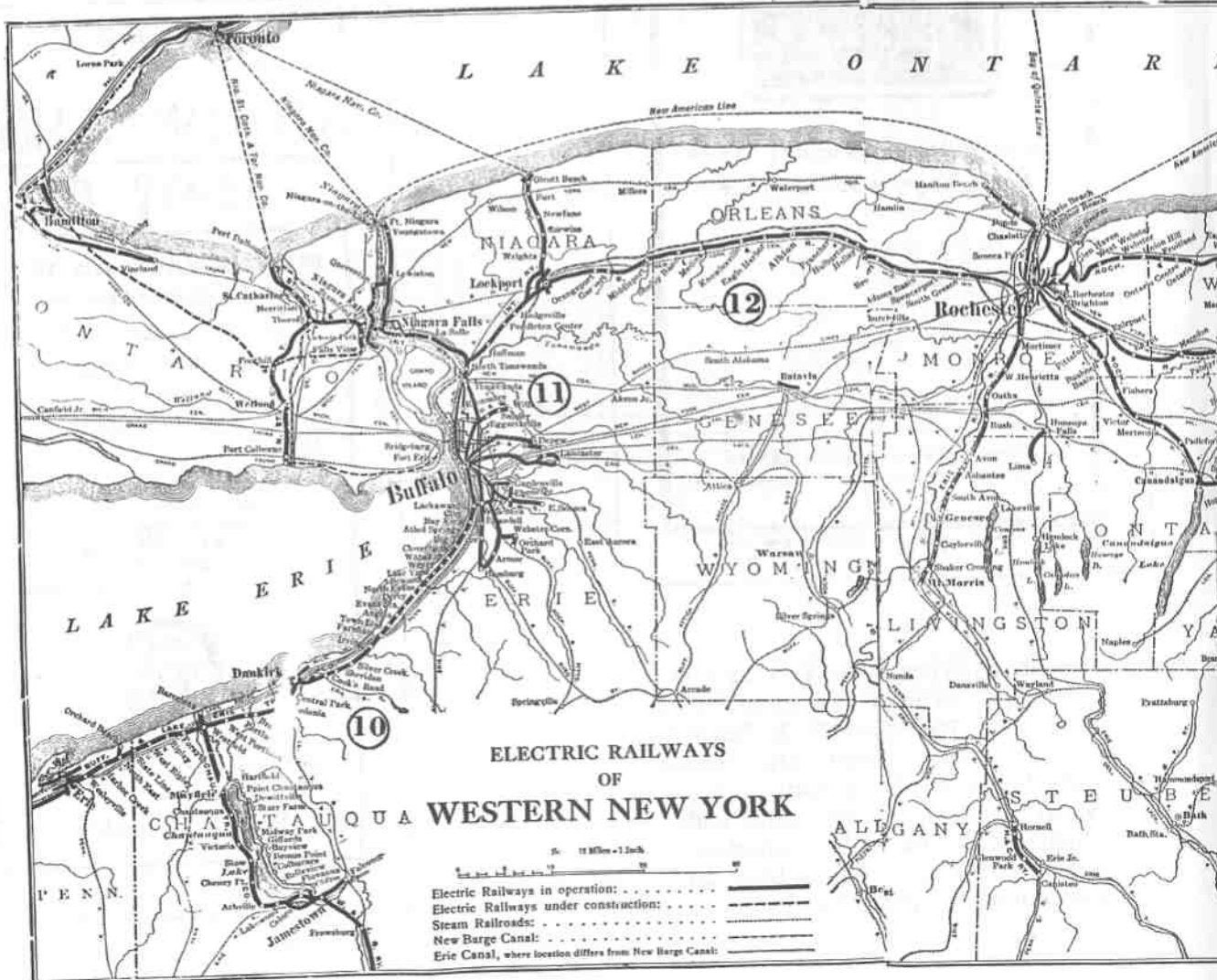
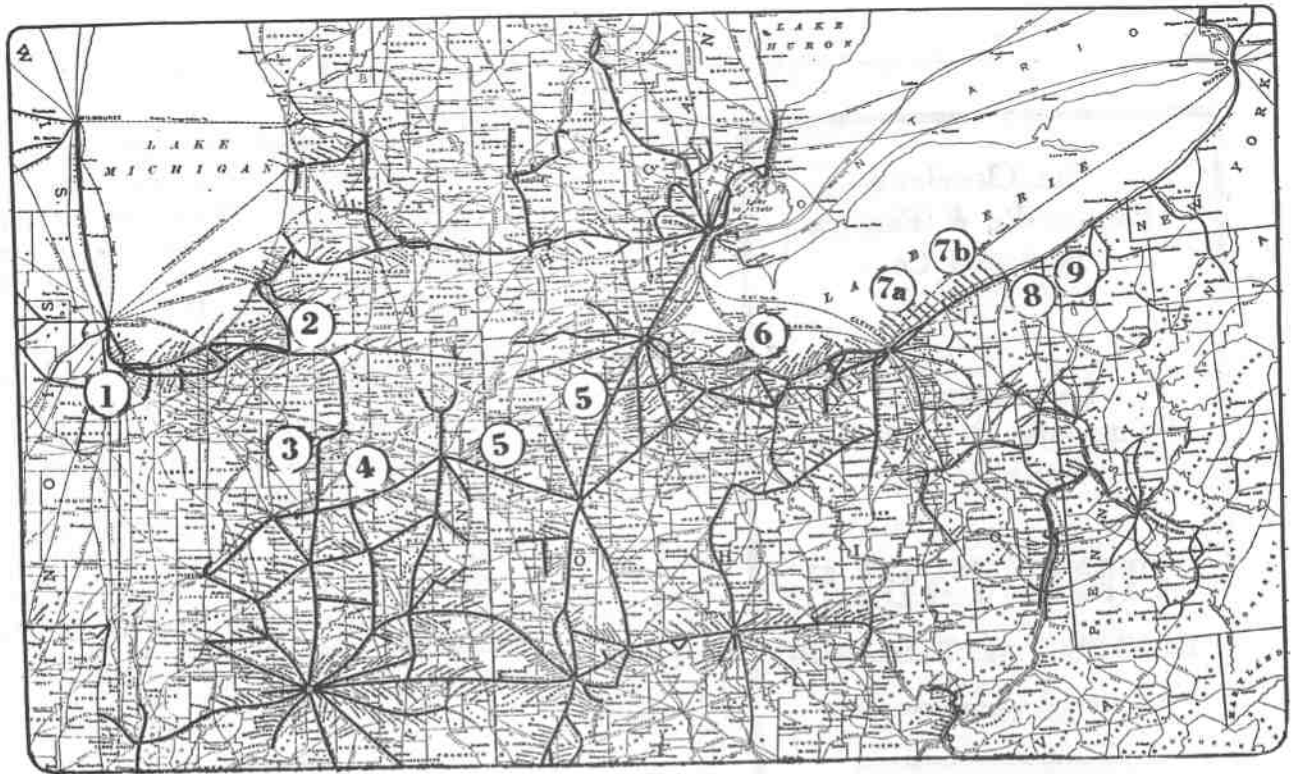
First Class Service between:

Erie
Fairview,
Girard,
North Girard,
East Springfield,
West Springfield,
Conneaut,
and all Local Points.



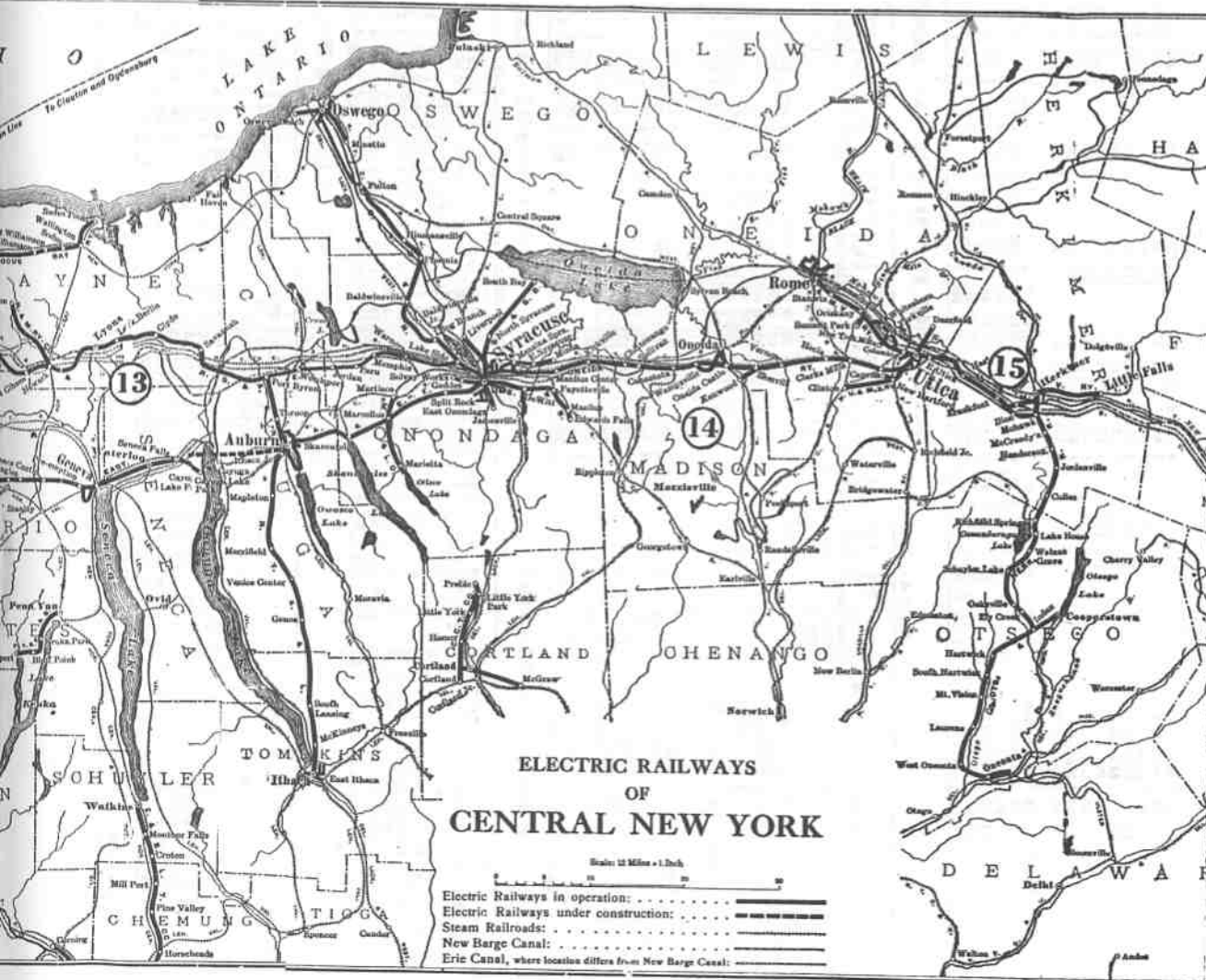
General Office, ELK PARK, PA.
Post Office Address, GIRARD, PA.

R. W. PALMER, Mgr.



KEY TO INTERURBAN LINES

1. Chicago, Lake Shore & South Bend Railway
2. Chicago, South Bend & Northern Indiana Railway
3. Winona Interurban Railway
4. Fort Wayne & Northern Indiana Traction Company
5. Ohio Electric Railway
6. Lake Shore Electric Railway
- 7a. Cleveland, Painesville & Eastern Railroad
- 7b. Cleveland, Painesville & Ashtabula Railroad
8. Pennsylvania & Ohio Electric Railway
9. Cleveland & Erie Railway
10. Buffalo & Lake Erie Traction Company
11. International Railway
12. Buffalo, Lockport & Rochester Railway
13. Rochester, Syracuse & Eastern Railroad
14. Oneida Railway
15. Utica & Mohawk Valley Railway



CLEVELAND & ERIE RAILWAY COMPANY---TIME TABLE.

FREIGHT... will be handled by this company on special freight car making one round trip daily except Sunday, leaving Elk Park at 5:55 a. m., arriving Conneaut at 11:45 a. m., arriving Conneaut at 3 p. m. Shipments will be handled on this car at rates varying from 5 to 15 cents per hundred pounds, depending on class. The minimum charge on shipment will be as follows: 15 cents up to 50 pounds, and 25 cents over 50 pounds. This car will make delivery or pick up freight at any house located along the line.

EXPRESS... Hourly Express service is given on all passenger cars at the following rates:--
 15 lbs. or less 15 cts.
 Over 15 lbs. to 25 lbs. 20 cts.
 .. 25 lbs. to 50 lbs. 30 cts.
 .. 50 lbs. to 75 lbs. 35 cts.
 .. 75 lbs. to 100 lbs. 35 cts.
 All packages 100 lbs. or over take rate of 35 cts. per 100 lbs.

PICK UP AND DELIVERY SERVICE... at reasonable rates has been established in Conneaut in addition to the regular freight and express schedule as given. Ship via trolley and take advantage of frequent service.

It is the desire of the company to give first class service and the patrons of the road can assist to a very great extent in keeping cars on time by being ready to board and leave the cars promptly. This attention on the part of our patrons will be appreciated by the company as well as the traveling public at large.

GENERAL INFORMATION.

TICKETS...Passengers will save money by purchasing tickets from agents before entering cars. Ticket fares to principal stations are less than the cash fares. Special rates will be given to parties of ten or more, upon application to agents.

THRU TICKETS...can be purchased from any of the Company's agents at all points on the following lines:--Buffalo & Lake Erie Trac. Co., Chautauque Steamboat Co., Cleveland & Erie Ry. Co., Erie Traction Co., International Ry. Co., Jamestown, Chautauque & Lake Erie Ry. Co., Meadville & Cambridge Springs St. Ry. Co.

BAGGAGE...150 pounds of personal baggage will be checked free by agents, on each full fare ticket, providing passenger has 25 cents or more; and 75 pounds on each half fare ticket. Excess baggage will be charged at the rate of 15 cents per 100 pounds or fraction thereof on all baggage over 150 pounds.

SPECIAL CARS...may be chartered for Theatre Parties, Excursions, Fraternal Societies, Picnics, etc. at lower rate than regular fare.

LOST ARTICLES...found on cars will be turned in to Gens. Officer and if unclaimed within 30 days will be returned to finder.

Eastern Standard Time		GOING WEST																	
TRAIN No.	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37
STATIONS	6:35	7:45	8:55	10:05	11:15	12:25	1:35	2:45	3:55	5:05	6:15	7:25	8:35	9:45	10:55	12:05	1:15	2:25	3:35
Erie 6th St.	6:45	7:55	9:05	10:15	11:25	12:35	1:45	2:55	4:05	5:15	6:25	7:35	8:45	9:55	11:05	12:15	1:25	2:35	3:45
Erie 26th Jct.	6:53	8:03	9:13	10:23	11:33	12:43	1:53	3:03	4:13	5:23	6:33	7:43	8:53	10:03	11:13	12:23	1:33	2:43	3:53
Weigelton	6:56	8:06	9:16	10:26	11:36	12:46	1:56	3:06	4:16	5:26	6:36	7:46	8:56	10:06	11:16	12:26	1:36	2:46	3:56
Poor House	7:11	8:21	9:31	10:41	11:51	13:01	1:11	2:21	3:31	4:41	5:51	7:01	8:11	9:21	10:31	11:41	12:51	2:01	3:11
Swanville	7:22	8:32	9:42	10:52	12:02	13:12	1:22	2:32	3:42	4:52	6:02	7:12	8:22	9:32	10:42	11:52	13:02	2:12	3:22
Fairview	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
Girard	5:35	6:45	7:55	9:05	10:15	11:25	12:35	1:45	2:55	4:05	5:15	6:25	7:35	8:45	9:55	11:05	12:15	13:25	14:35
North Girard	5:42	6:52	8:02	9:12	10:22	11:32	12:42	1:52	3:02	4:12	5:22	6:32	7:42	8:52	10:02	11:12	12:22	13:32	14:42
Elk Park	5:48	6:58	8:08	9:18	10:28	11:38	12:48	1:58	3:08	4:18	5:28	6:38	7:48	8:58	10:08	11:18	12:28	13:38	14:48
E. Springfield	6:00	7:10	8:20	9:30	10:40	11:50	13:00	1:10	2:20	3:30	4:40	5:50	7:00	8:10	9:20	10:30	11:40	12:50	14:00
W. Springfield	6:11	7:21	8:31	9:41	10:51	12:01	13:11	1:21	2:31	3:41	4:51	6:01	7:11	8:21	9:31	10:41	11:51	13:01	14:11
E. Conneaut	6:21	7:31	8:41	9:51	11:01	12:11	13:21	1:31	2:41	3:51	5:01	6:11	7:21	8:31	9:41	10:51	12:01	13:11	14:21
Conneaut	6:25	7:35	8:45	9:55	11:05	12:15	13:25	1:35	2:45	3:55	5:05	6:15	7:25	8:35	9:45	10:55	12:05	13:15	14:25

NOTE -- TRAIN 37 will not leave Erie until after performances are over at the Majestic, Coluchia, Colonial and Park Theatres.

Eastern Standard Time		GOING EAST																
TRAIN No.	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36
STATIONS	6:35	7:45	8:55	10:05	11:15	12:25	1:35	2:45	3:55	5:05	6:15	7:25	8:35	9:45	10:55	12:05	1:15	2:25
Conneaut	6:38	7:48	8:58	10:08	11:18	12:28	1:38	2:48	3:58	5:08	6:18	7:28	8:38	9:48	10:58	12:08	1:18	2:28
E. Conneaut	6:48	7:58	9:08	10:18	11:28	12:38	1:48	2:58	4:08	5:18	6:28	7:38	8:48	9:58	11:08	12:18	13:28	14:38
W. Springfield	7:00	8:10	9:20	10:30	11:40	12:50	1:00	2:10	3:20	4:30	5:40	6:50	8:00	9:10	10:20	11:30	12:40	13:50
E. Springfield	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
Elk Park	5:05	6:15	7:25	8:35	9:45	10:55	12:05	1:15	2:25	3:35	4:45	5:55	7:05	8:15	9:25	10:35	11:45	12:55
North Girard	5:11	6:21	7:31	8:41	9:51	11:01	12:11	13:21	1:31	2:41	3:51	5:01	6:11	7:21	8:31	9:41	10:51	12:01
Girard	5:18	6:28	7:38	8:48	9:58	11:08	12:18	13:28	1:38	2:48	3:58	5:08	6:18	7:28	8:38	9:48	10:58	12:08
Fairview	5:29	6:39	7:49	8:59	10:09	11:19	12:29	13:39	1:49	2:59	4:09	5:19	6:29	7:39	8:49	9:59	11:09	12:19
Swanville	5:41	6:51	8:01	9:11	10:21	11:31	12:41	13:51	2:01	3:11	4:21	5:31	6:41	7:51	9:01	10:11	11:21	12:31
Poor House	5:55	7:05	8:15	9:25	10:35	11:45	12:55	2:05	3:15	4:25	5:35	6:45	7:55	9:05	10:15	11:25	12:35	13:45
Weigelton	6:00	7:10	8:20	9:30	10:40	11:50	13:00	2:10	3:20	4:30	5:40	6:50	8:00	9:10	10:20	11:30	12:40	13:50
Erie 26th Jct.	6:10	7:20	8:30	9:40	10:50	12:00	13:10	2:20	3:30	4:40	5:50	7:00	8:10	9:20	10:30	11:40	12:50	14:00
Erie 6th St.	6:20	7:30	8:40	9:50	11:00	12:10	13:20	2:30	3:40	4:50	6:00	7:10	8:20	9:30	10:40	11:50	13:00	14:10

† Daily. † Daily except Sunday. Light face type indicates A. M., heavy face P. M.

IMPORTANT -- Passengers wishing to board cars are kindly requested to signal the motorman with arm extended horizontally across the track during the day and at night by displaying a light (match or swinging lantern) at a distance of not less than 1500 feet from approaching car which signal will be answered by two short blasts of the whistle.

Abandonment of the Cleveland & Erie in 1922 broke the physical connection between the Midwest traction network and the Upstate New York lines. The circumstances of its abandonment represent an instance of a sort of interurban fratricide. The C&E entered Erie over the tracks of the Buffalo & Lake Erie. In 1920, the latter company, itself in receivership, forced the C&E into receivership over an arrearage of payments for trackage rights. Discontinuance of service followed on September 16, 1922. By the end, the C&E's financial condition was so bad that it was unable to pay crews for the last day's operations.

BUFFALO & ERIE RAILWAY CO.

Time Table

IN EFFECT FEBRUARY 1, 1925

Frequent Service

Between

BUFFALO	BROCTON
ANGOLA	PORTLAND
SILVER CREEK	WESTFIELD
DUNKIRK	NORTH EAST
FREDONIA	ERIE

Low Excursion Rates to Buffalo and Erie

This Table shows time trains are scheduled to depart from the stations named herein.

The Company will not be responsible for delays or errors in printed schedule.

Subject to change without notice

For Further Information Telephone

Erie
Mutual 24-469 Bell 163

Fredonia
Bell 405 Home 405

Buffalo
Bell-Seneca 1890

OR ANY LOCAL AGENT

Effective June 20, 1933

No. 28

International Railway Co.

"THE HIGH SPEED LINE"

TIME TABLE

Buffalo-Niagara Falls Division

Buffalo-Lockport Division

Lockport-Niagara Falls Division

and

Lockport-Olcott Division

Time shown is Eastern Standard Time except from April 30 to September 23, when time shown is Eastern Daylight Saving Time, 1 hour faster.

J. E. WILMOT, Passenger Traffic Manager
Walbridge Bldg., 43 Court St. Buffalo, N. Y.
Phone, Cleveland 6500
Nights, Sundays and Holidays, Grant 6800

Cover of a 1925 timetable of the Buffalo & Erie, successor to the Buffalo & Lake Erie.

Somewhat surprisingly, the International Railway's schedules are not included in the 11/12 Official Electric Railway Guide, New York State, although connecting lines on either side are covered. It is not known whether Buffalo-Lockport service in this 1933 folder differs significantly from that offered 15 or 20 years earlier, the period covered by most of our other schedules.

Effective November 1, 1912.

ONEIDA RAILWAY—SYRACUSE TO UTICA EASTBOUND

Table with columns for stations (Syracuse, East Syracuse, Manlius Centre, Kirkville, Whitesboro, Sullivan, Canastota, Wampsville, Oneida, Main Oneida, Sheriff, Verplanck, Hecla, Clark Mills, South Utica, Genesee & Bleeker Sts., Utica, Main Street) and rows for departure and arrival times across various days of the week.

* Trains Nos. 302 and 304 do not carry passengers. f Flag station; stops on signal only. The time between 12:00 o'clock noon and 11:58 o'clock midnight is indicated by full face type.

P. E. TILTON, General Manager, Utica, N. Y. J. E. DUFFY, Gen'l Supt., Utica, N. Y.

L. H. McEWEN, Supt., Utica, N. Y. CHARLES R. GOWEN, General Passenger Agent, Utica, N. Y.

Preceding pages: Schedules for the International Railway in 1933, and the Buffalo, Lockport & Rochester and Rochester, Syracuse & Eastern from the November, 1912 Official Electric Railway Guide, New York State.

This page: The two most easterly stages in our journey from Chicago. Oneida Railway connected with the Utica & Mohawk Valley at the latter's midpoint, at Genesee and Bleeker Streets in Utica.

Little Falls, New York was the easternmost point which could be reached by interurban from Chicago. Total time for the journey: about three and one-half days. At prevailing interurban fares of 1 1/2¢-2¢ per mile, the fare would have been on the order of \$20.00.

UTICA & MOHAWK VALLEY RAILWAY LITTLE FALLS TO ROME

WESTBOUND

Effective Sept. 23, 1912.

Table for Westbound service from Little Falls to Rome. Columns include mile markers (51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83) and station names (Little Falls, William Street, Waiting Room, Herkimer, Ilion, Frankfort, Utica Park, Genesee and Bleeker Sts., Yorkville, Oriskany, Stop 14, Stanwix, Rome Station). Rows show departure and arrival times.

f—Stops on signal. Time of trains daily from Monday to Friday, inclusive. Holidays, Extra Service. 30 minute service is given until 12:00 midnight on Saturdays and Sundays only.

ROME TO LITTLE FALLS

EASTBOUND

Table for Eastbound service from Rome to Little Falls. Columns include mile markers (48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84) and station names (Rome Station, Stanwix, Oriskany, Stop 14, Yorkville, Genesee & Bleeker Sts., Utica Park, Frankfort, Ilion, Herkimer, Little Falls). Rows show departure and arrival times.

f Stops on signal. Time of trains daily Monday to Friday, inclusive. The time between 12:00 o'clock noon and 11:58 o'clock midnight is indicated by full-face type. 30 minute service is given until 12:00 midnight on Saturdays and Sundays only.

OTSEGO and



HERKIMER



State Normal

Hourly Service
Effective June 25 1914

J. W. NUGENT, G. P. A.,
Cooperstown, N. Y.

SOUTH-BOUND TRAINS—Utica to Oneonta, N. Y.

Effective Sep

Train Numbers	Miles from Mohawk	50	102	2	4	444	208	10	212	14	16	218	20	24	28	32	134
Stations		Dly Exc Sun	Dly Exc Sun	Dly	Dly	Dly See Nite	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly
Via N. Y. State R. Ry.		A	M	A	M	A	M	A	M	A	M	A	M	A	M	A	M
Utica		8:00	7:00			8:00		10:00	11:00			1:00	3:00	5:00	7:00		
Mohawk	AE	6:47	7:47			8:47		10:47	11:47			1:47	3:47	5:47	7:47		
Herkimer	Lv			6:51	7:51	8:51		10:51	11:51			1:51	3:51	5:51	7:51		
Mohawk	Lv	9:00		7:02	8:02	9:02		11:02	12:02			2:02	4:02	6:02	8:02		
McCredy's		8:33		7:22	8:19	9:22		11:22	12:22			2:22	4:22	6:22	8:22		
Renderson		7:72		7:28	8:24	9:28		11:28	12:28			2:28	4:28	6:28	8:28		
Jordanville		10:10		7:34	8:29	9:34		11:34	12:34			2:34	4:34	6:34	8:34		
Richfield Springs		15:33		7:50	8:44	9:50		11:50	12:50			2:50	4:50	6:50	8:50		
Lake House		16:02		7:56	8:56	9:56		11:56	12:56			2:56	4:56	6:56	8:56		
Catsdaraigo Park		17:75		7:58	8:58	9:58		11:58	12:58			2:58	4:58	6:58	8:58		
Brainard's		19:05		8:00	9:00	10:00		12:00	1:00			3:00	5:00	7:00	9:00		
Schuyler Lake		21:25		8:07	9:07	10:07		12:07	1:07			3:07	5:07	7:15	9:07		
Oakville		23:05		8:18	9:18	10:18		12:18	1:18			3:18	5:18	7:25	9:18		
Fly Creek		24:35		8:21	9:21	10:21		12:21	1:21			3:21	5:21	7:29	9:21		
Toddsville		25:30		8:25	9:27	10:27		12:27	1:27			3:27	5:27	7:35	9:27		
Index		30:54		8:33	9:34	10:34		12:34	1:34			3:34	5:34	7:44	9:34	10:15	
Cooperstown	Ar	34:02		8:48	9:48	10:48		12:48	1:48			3:48	5:48	7:58	9:48		
Cooperstown	Lv		6:47			8:13		10:13	12:13			3:13	5:13	7:13	9:13	10:00	
Hartwick		36:30	8:40	7:00	8:53	9:56		10:56	12:56			3:56	5:56	8:05	9:55	10:30	
South Hartwick		40:15	8:49	Dly	7:19	9:02	10:05	11:05	1:05	2:05		4:05	6:05	8:15			
Mt. Vision		42:53	8:53	Exc	7:25	9:08	10:11	11:11	1:11	2:11		4:11	6:11	8:21			
Laurens		47:01	8:08	Sun	7:38	9:19	10:22	11:22	1:22	2:22		4:22	6:22	8:33			
West Oneonta		51:20	8:14		7:46	9:25	10:28	11:28	1:28	2:28		4:28	6:28	8:40			
Junction		53:00	8:21	7:50	7:51	9:32	10:35	11:35	1:35	2:35		4:35	6:35	8:48			
Oneonta		54:01	8:30	7:10	8:00	9:40	10:40	11:40	1:40	2:40		4:40	6:40	8:55			
						A	M	A	M	A	M	A	M	A	M	A	M

NOTE—Train No. 444 will not run between Hartwick and Oneonta Sundays.
—Trains No. 8 and 20 will not carry baggage.

Condensed Schedule Between Cooperstown

Via Herkimer, N. Y.
Lv. Hartwick (O. & H. No. 3) 8:05 a. m., Richfield Springs 7:05 a. m., arrive Herkimer 7:05 a. m.
Herkimer (N. Y. C. No. 45) 9:17 arrive Buffalo 1:05 p. m., Pittsburgh 6:50 p. m., Chicago 1:30 a. m.
Lv. Cooperstown (O. & H. No. 8) 7:33 a. m., Richfield Springs 8:34 a. m., arrive Herkimer 8:30 a. m.
Herkimer (N. Y. C. No. 19) 9:48 v arrive Boston 6:05 p. m., arrive New York 3:40 p. m.
Lv. Cooperstown (O. & H. No. 9) 9:13 a. m., Richfield Springs 10:17 a. m., arrive Herkimer 11:15 a. m.
Herkimer (N. Y. C. No. 54) 11:50 v arrive Albany 1:50 p. m., New York 8:25 p. m.
Lv. Cooperstown (O. & H. No. 10) 11:15 a. m., Richfield Springs 12:17 noon, arrive Herkimer 1:15 p. m.
Herkimer (N. Y. C. No. 10) 2:17 p. m., arrive Boston 10:42 p. m., New York 8:40 p. m.
Via Richfield Springs
Lv. Cooperstown (O. & H. No. 3) 7:33 a. m., arrive Richfield Springs 8:34 a. m.
Richfield Sp'gs (D. L. & W. No. 80) 8:40 a. m., arrive Binghamton 1:50 p. m., New York 7:30 p. m.
Lv. Cooperstown (O. & H. No. 25) 6:50 p. m., arrive Richfield Springs 7:00 p. m.
Richfield Springs (D. L. & W. No. 40) 7:30 p. m., arrive Buffalo 7:00 a. m., New York 7:00 a. m.

If our traveller hadn't had enough, he could have left the Utica & Mohawk Valley car a few miles short of Little Falls, at Herkimer. There he could have connected with the Otsego & Herkimer for Oneonta, New York, 55 miles to the south. This is as far from Chicago as it was ever possible to get by traction.

OFFICIAL ELECTRIC RAILWAY GUIDE NEW YORK STATE

NOVEMBER 1912

ISSUED MONTHLY *Pages*

ALBANY SOUTHERN R. R.	35-36
AUBURN & NORTHERN R. R.	15-16
AUBURN & SYRACUSE R. R.	17-18
BERKSHIRE STREET RAILWAY CO.	37-38
BUFFALO & LAKE ERIE TRACTION CO.	29-30
BUFFALO, LOCKPORT & ROCHESTER RY. CO.	17-18
ELMIRA & SENECA LAKE TRACTION CO.	33-34
FONDA, JOHNSTOWN & GLOVERSVILLE R. R.	1-4
HUDSON VALLEY RAILWAY	5-6
ITHACA & AUBURN SHORT LINE	31-32
NEW YORK STATE RAILWAYS:	31-34
ROCHESTER & EASTERN LINE	31-32
ROCHESTER & SODUS BAY LINE	33-34
CHARLOTTE, SEA BREEZE & SUMMERVILLE LINES	33-34
ONEIDA RAILWAY	11-14
OTSEGO & HERKIMER R. R.	27-28
ROCHESTER, SYRACUSE & EASTERN R. R.	15-16
SCHENECTADY RAILWAY	7-10
SYRACUSE, LAKE SHORE & NORTHERN	17-18
SYRACUSE RAPID TRANSIT RAILWAY	11-14
SYRACUSE & SUBURBAN R. R.	27-28
TROY & NEW ENGLAND RAILWAY	35-36
UTICA & MOHAWK VALLEY RAILWAY	11-14

· SPEED · SAFETY ·
COMFORT · LUXURY

MADE IN THE U.S.A.

ELECTRIC RAILWAYS OFFICIAL TIME TABLES

MARCH, 1917

PUBLISHED BY AUTHORITY
OF THE
CENTRAL ELECTRIC RAILWAY
ASSOCIATION

Between them, these two regional interurban guides covered most of the stages of the interurban journey from Chicago to Upstate New York. See our feature article beginning on page 2.